



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Technical Planning Committee MEETING AGENDA

SEPTEMBER 16, 2015
1:30 - 3:00 PM

OTO CONFERENCE ROOM, SUITE 212
HOLLAND BUILDING, 205 PARK CENTRAL EAST



OZARKS TRANSPORTATION
ORGANIZATION

Technical Planning Committee Meeting Agenda
Wednesday, September 16, 2015 1:30 p.m.
OTO Offices
Holland Building
205 Park Central East, Suite 212
Springfield, MO

Call to Order 1:30 PM

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda
(1 minute/Humphrey)

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE AGENDA

C. Approval of the July 15, 2015 Meeting Minutes Tab 1
(1 minute/Humphrey)

**TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO APPROVE THE MEETING
MINUTES**

D. Public Comment Period for All Agenda Items
(5 minutes/Humphrey)

Individuals requesting to speak are asked to state their name and organization (if any) they represent before making comments. Individuals and organizations have up to five minutes to address the Technical Planning Committee.

E. Executive Director's Report
(5 minutes/Fields)

Sara Fields will provide a review of Ozarks Transportation Organization (OTO) staff activities since the last Technical Planning Committee meeting.

F. Bicycle and Pedestrian Committee Report
(5 minutes/Handout)

A handout will be provided outlining BPAC'S current activities.

G. MoDOT Update
(5 minutes/Miller)

An update on any important information from MoDOT will be given.

H. Legislative Reports

(5 minutes/Legislative staff)

Representatives from the OTO area congressional delegation will have an opportunity to give updates on current items of interest.

II. New Business

A. Amendment Number Seven to the FY 2015-2018 TIPTab 2
(5 minutes/Fields)

There is one change requested to the Transportation Improvement Program which is included for member review.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF TIP AMENDMENT NUMBER SEVEN TO THE BOARD OF DIRECTORS

B. Rideshare Program ContinuationTab 3
(5 minutes/Fields)

Staff will give an overview of the proposed rideshare program and ask the Committee to decide if continuing the program should be a priority for the region.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND CONTINUATION OF THE RIDESHARE PROGRAM AND ASSOCIATED STP-URBAN TRANSFER TO SPRINGFIELD

C. Transportation Plan 2040 VisionTab 4
(10 minutes/Fields)

The LRTP Subcommittee has agreed upon a vision and proposed goals to be included in the new transportation plan. Input from the committee is requested.

NO ACTION REQUIRED – INFORMATIONAL ONLY

D. DBE Annual GoalTab 5
(5 minutes/Parks)

OTO reviews the disadvantaged enterprise goal annually to ensure compliance with federal regulations. The goal is proposed to be zero based on possible contract types and availability of DBE firms to contract with.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED ANNUAL DBE GOAL TO THE BOARD OF DIRECTORS.

E. UPWP Amendment 1Tab 6
(10 minutes/Fields)

An amendment to the UPWP and associated budget is requested to facilitate a relocation of the OTO offices.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED TO RECOMMEND APPROVAL OF THE PROPOSED UPWP AMENDMENT TO THE BOARD OF DIRECTORS.

III. Other Business

A. Technical Planning Committee Member Announcements

(5 minutes/Technical Planning Committee Members)

Members are encouraged to announce transportation events being scheduled that may be of interest to OTO Technical Planning Committee members.

B. Transportation Issues for Technical Planning Committee Member Review

(5 minutes/Technical Planning Committee Members)

Members are encouraged to raise transportation issues or concerns they have for future agenda items or later in-depth discussion by the OTO Technical Planning Committee.

C. Articles For Technical Planning Committee Member Information.....Tab 7

IV. Adjournment

Targeted for 3:00 P.M. The next Technical Planning Committee meeting is scheduled for Wednesday, November 18, 2015 at 1:30 P.M. at the OTO Offices, 205 Park Central East, Suite 212.

Attachments and Enclosure:

Pc: Ken McClure, Springfield City Councilman
Dan Smith, City of Springfield Mayor's Designee
Senator McCaskill's Office
Stacy Burks, Senator Blunt's Office
Matt Hough, Congressman Long's Office
Area News Media

Si usted necesita la ayuda de un traductor del idioma español, por favor comuníquese con la Debbie Parks al teléfono (417) 865-3042, cuando menos 48 horas antes de la junta.

Persons who require special accommodations under the Americans with Disabilities Act or persons who require interpreter services (free of charge) should contact Debbie Parks at (417) 865-3042 at least 24 hours ahead of the meeting.

If you need relay services please call the following numbers: 711 - Nationwide relay service; 1-800-735-2966 - Missouri TTY service; 1-800-735-0135 - Missouri voice carry-over service.

OTO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. For more information or to obtain a Title VI Complaint Form, see www.ozarkstransportation.org or call (417) 865-3042.

TAB 1

TECHNICAL PLANNING COMMITTEE AGENDA 9/16/2015; ITEM I.C.

July 15, 2015 Meeting Minutes

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

Attached for Technical Committee member review are the minutes from the July 15, 2015 Technical Planning Committee Meeting. Please review these minutes prior to the meeting and note any corrections that need to be made. The Chair will ask during the meeting if any Technical Committee member has any amendments to the attached minutes.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

“Move to approve the July 15, 2015 Technical Planning Committee Minutes.”

OR

“Move to approve the July 15, 2015 Technical Planning Committee Minutes with the following corrections ...”

**OZARKS TRANSPORTATION ORGANIZATION
TECHNICAL PLANNING COMMITTEE MEETING MINUTES
July 15, 2015**

The Technical Planning Committee of the Ozarks Transportation Organization met at its scheduled time of 1:30 p.m. in the OTO Conference Room.

The following members were present:

Mr. Rick Artman, Greene County Highway	Mr. Adam Humphrey, Greene County (Chair)
Mr. David Brock, City of Republic	Mr. Tom Johnson, Missouri State University
Mr. Randall Brown, City of Willard	Mr. Joel Keller, Greene County Hwy Dept. (a)
Mr. King Coltrin, City of Strafford	Mr. Brad McMahon, FHWA
Mr. Travis Cossey, City of Nixa	Mr. Frank Miller, MoDOT
Ms. Diane Gallion, City Utilities (a)	Mr. Andrew Seiler, MoDOT
Ms. Dawne Gardner, City of Springfield (a)	Mr. Todd Wiesehan, Christian County
Mr. Martin Gugel, City of Springfield (a)	

(a) Denotes alternate given voting privileges as a substitute when voting member not present

The following members were not present:

Mr. Mokhtee Ahmad, FTA Representative	Mr. J. Everett Mitchell (a)
Mr. Joshua Bird, Christian County (a)	Mr. Kent Morris, Greene County Planning
Mr. David Bishop, R-12 School District	Mr. Kirk Nonen, BNSF
Ms. Kristy Bork, SGF (a)	Ms. Beth Schaller, MoDOT (a)
Mr. Doug Colvin, City of Nixa (a)	Mr. Mark Schenkelberg, FAA Representative
Mr. Rick Emling, R-12 School District (a)	Mr. Shawn Schroeder, Springfield-Branson National Airport
Mr. Andrew Englert, Missouri State University (a)	Ms. Mary Lilly Smith, City of Springfield
Mr. Jason Haynes, City of Springfield (a)	Mr. Kelly Turner, CU Transit
Mr. Rick Hess, City of Battlefield	Mr. Garrett Tyson, City of Republic (a)
Mr. Jay Huff, Missouri State University (a)	Ms. Janette Vomund, MoDOT
Mr. Kirk Juranas, City of Springfield	Ms. Eva Voss, MoDOT
Mr. Kevin Lambeth, City of Battlefield (a)	Mr. Terry Whaley, Ozark Greenways
Mr. Larry Martin, City of Ozark	Mr. Bob Wilslef, City of Ozark (a)
Ms. Diane May, SMCOG (a)	Mr. Chad Zickefoose, MoDOT (a)

Others present were: Ms. Paula Brookshire, City of Springfield; Mr. Todd Chandler and Mr. Dan Mann, Olsson Associates; Mr. Joshua Boley, Ms. Sara Fields, Mr. Jacob Guthrie, Ms. Natasha Longpine, and Ms. Debbie Parks, Ozarks Transportation Organization; Mr. Jason Ray, SMCOG.

Mr. Adam Humphrey called the meeting to order at 1:30 pm.

I. Administration

A. Introductions

B. Approval of the Technical Planning Committee Meeting Agenda

Mr. Gugel made the motion to approve the revised July 15, 2015 Technical Planning Committee meeting agenda. Mr. Coltrin seconded and the motion carried unanimously.

C. Approval of the May 20, 2015 Meeting Minutes

Mr. Gugel made the motion to approve the May 20, 2015 Technical Planning Committee minutes. Mr. Wieshan seconded and the motion carried unanimously.

D. Public Comment Period for All Agenda Items

None.

E. Executive Director's Report

Ms. Fields stated that OTO has been working on travel time sensing technology in conjunction with the City of Springfield and MoDOT. The goal is to get real time traffic information, as far as time between certain intersections on the National Highway System. The committee reviewed submittals and is close to a contract. Once under contract, the implementation should take approximately eight weeks. The Long Range Transportation Plan subcommittee meeting is July 23. The Local Coordinating Board for Transit has been working on a Marketing subcommittee to better market transit to the community.

Ms. Fields stated that Ms. Longpine had presented the OTO progress on Performance Measures at the MOVITE Conference and a four state conference call among DOTs. City Utilities has a Triennial Review by FTA scheduled for July 22 and OTO staff will be assisting. There was a letter from the Department of Transportation that discusses the expiration of the Highway Bill at the end of July. The DOT will be going into cash management protocol if there is not an extension. Once an action is taken there will be more information on the progress payments.

F. Bicycle and Pedestrian Committee Report

Ms. Longpine stated that the Bicycle and Pedestrian Committee had been working on a couple of projects. The committee was trying to finalize the Trail Implementation Plan. The plan looks at each segment of the priority trail corridors and looks at what easements are needed and the scoping of the sections. This would give a time frame and cost estimate where available to complete the two corridors. The committee is also finalizing work on the annual Bicycle and Pedestrian Implementation Report. This report documents the activities that have happened over the past year. There will be a Safety Education Summit held in November to share resources available and brainstorm how to better promote Bicycle and Pedestrian safety in the area. This will include schools, parks, law enforcement and other stakeholders.

G. MoDOT Update

Mr. Miller shared the link on the MoDOT website “Road to Tomorrow.” It is an initiative to look at I-70 and ways to improve technology or build the roadway of the future. He explained the initiative.

H. Legislative Reports

None.

II. New Business

A. Amendment Number Six to the FY 2015-2018 TIP

Ms. Longpine stated that the OTO accepts applications and awards projects for Human Service Vehicles and Beyond ADA through the Federal Transit Administration. This funding is FTA 5310 funding. This is included programmatically in the TIP. The individual projects are detailed in the next agenda item. This amendment is amending the TIP Amendment from December 2014. There was FY 2013 and FY 2014 funding and now there is FY 2015 being added. There are some ADA projects through City Utilities for sidewalks, bench work, and some human service vehicles. There is administrative funding for MoDOT and City Utilities as well.

Mr. Brown made the motion to recommend approval of TIP Amendment Number Six to the Board of Directors. Ms. Gardner seconded and the motion carried unanimously.

B. 5310 Program of Projects

Ms. Longpine stated that the OTO is required to provide a list of the individual projects for the FTA 5310 funding. The OTO Local Coordinating Board for Transit solicits, reviews, and approves the awards for funding the applications. There is remaining FY 2014 funding that was not awarded December 2014. There is also estimated FY 2015 funding. There were six vehicles awarded. Arc of the Ozarks, Burrell, and Christian County Enterprises received one vehicle each. OATS received three vehicles. City Utilities received funding for ADA improvements for sidewalks and bus stops. City Utilities and MoDOT are receiving Administration funding.

Mr. Wiesehan made the motion to recommend approval of the Program of Projects to the Board of Directors. Mr. Brock seconded and the motion carried unanimously.

C. Public Participation Plan Evaluation

Mr. Boley stated that public comment is a big part of what the OTO does. Public comment gives an idea of what the public is experiencing out on the roads. There is an evaluation being done for 2015. He discussed the various ways that the OTO obtains public comment. The OTO developed a new logo and the comment@ozarkstransportation.org email address. There are two Facebook campaigns #mondaymaps and the Wednesday photo from around the OTO area. The OTO also placed posters on the City Utilities buses and terminals.

There was a Transportation Input Initiative that was conducted from January to April 2014. The data collected from that went on to the Board of Directors. The OTO also has Performance Measures to keep track of the OTO benchmarks and to try and perform better each year.

The OTO started to track social media engagement and other avenues of public input such as public meetings, survey results, and website usage. The data will continued to be monitored and tracked.

Mr. Boley stated that the OTO also set new action items. Staff will rework the press releases to be less technical. The information will be friendlier for the general public. Staff will also create a giveusyourinput.org comment database. The comments will stay on the site for six months, and then will be removed to another location. There will also be an increase in the social medial outlet participation. The OTO currently has a Facebook and Twitter presence. The goal is to increase the followers by 50 in the next year.

The OTO would also like to conduct a Transit System Promotion Campaign. The OTO website will be redesigned and reconfigured. The goal is to have a one click accessible website for all documents.

D. Performance Measures Report

Ms. Longpine stated that in 2011 there were eleven separate Performance Measures developed in the adopted Long Range Transportation Plan. The annual report is produced to show the progress on each measure. She discussed the different measures in the infographic.

Mr. McMahon inquired about the Performance Measure on the bus stops being within a distance of the households. He wondered since development is taking place, but not within the proximity to current bus stops, could bus stops be added to those locations. The idea would be for City Utilities to identify the need to put bus stops in the new locations to improve the Performance Measure. He wondered if City Utilities was working on that issue. Ms. Longpine stated that would require looking at the density of the areas of new development. Some of the areas are spread out. Ms. Gallion stated that City Utilities is looking at the issue right now because the new transfer facility is being built. It will change the dynamics of the existing routes. It would be a good time to examine the issue because each route is being examined individually to see if changes can be made.

E. Long Range Transportation Plan Survey Results

Ms. Longpine stated that the Public Involvement Campaign for the Long Range Transportation Plan ran from March to May. There were 483 responses to the survey. It was marketed at multiple events including business expos in the surrounding communities, on websites and in utility mailers. The survey included questions such as the Priority List of Projects. Ms. Longpine summarized the Long Range Transportation Plan Survey questions and results. The survey was answered mostly by individuals in the 35 to 65 age range. The OTO also looked at the location of where the individual lived compared to where the person worked.

Mr. McMahon inquired how many surveys were completed. Ms. Longpine stated 480. The paper and online surveys were combined online. Mr. McMahon inquired if this was the first survey that OTO had conducted for a plan. Ms. Longpine stated no, it had been done in the past. Mr. McMahon inquired on how the surveys compared. Ms. Longpine stated that there were a lot more surveys this time. There were only about 100 for the last plan. Mr. McMahon inquired if it was from a different approach. Ms. Longpine stated that the first

plan had traditional public meetings. The new plan public input was conducted at events where the public was already attending. This allowed staff to talk to a lot of people and to discuss items not just in the survey. Mr. McMahon commended the OTO.

F. Major Thoroughfare Plan Amendment

Ms. Fields stated that the City of Springfield had requested an amendment to Kansas Expressway between James River Expressway and Republic Road as part of the Major Thoroughfare Plan Update. There was an expedited time line on this request, so it has been pulled out of the larger Major Thoroughfare Plan request. She outlined the requested change. She stated that due to a difference between the City of Springfield's adopted standards the drive way access would be 300 foot instead of the OTO's 330 standard on a primary arterial. The effect of down grading Kansas Expressway past James River Freeway would allow a driveway on the west side of Kansas Expressway. This would require public comment between now and the Board of Directors meeting. The request had been brought to the Board of Directors in 2011, but had been denied. There had been a lot of discussion at the Board of Directors meeting on the characteristic of the roadway of Kansas Expressway and maintaining it as an expressway. There has been a Federal Functional Classification change to this section of roadway to reclassify it as a primary arterial. She discussed the difference between a Major Thoroughfare Plan and Federal Functional Classification as well as the traffic volumes of the section of roadway.

Ms. Fields stated that staff was not recommending the reclassification because it would be better to preserve the orderly flow of traffic to reduce congestion points and traffic conflict points. Also to preserve the access restrictions and maintain the needed capacity for the future looking ahead to 2040. The argument is that James River Freeway would be a breaking point for the primary arterial classification. Mr. Miller inquired if the business would still have to apply with the City of Springfield for driveway access. Mr. Gugel stated the business would have to go through the process and it would not be guaranteed. The City of Springfield was primarily looking at it because of the classification of Kansas Expressway to the south.

There was discussion about the traffic projections and the traffic counts. There was also discussion about a right-in right-out access crossing two dual rights and safety data on dual rights. There was discussion on the spacing of traffic lights, ramps and right-ins and right-outs for the various classifications of roadways.

Mr. Miller inquired about plans for Kansas Expressway south of Republic Road. He wondered if it could be changed to an expressway in the future. Mr. Humphrey stated that the right-of-way was the issue. The County planned the road as a primary arterial and so the right-of-way obtained was for that. There has been a lot of development since. There are limitations on ever expanding beyond a primary arterial. The question would be where is the logical break point for Kansas to transition to a primary arterial.

Mr. Humphrey stated that OTO staff was not recommending approval of the change.

Mr. Gugel made the motion to recommend approval of the proposed Major Thoroughfare Plan Amendment to the Board of Directors. Ms. Gardner seconded and the motion failed unanimously.

Mr. Cossey made the motion to recommend denial of the proposed change to the Board of Directors. Mr. Wiesehan seconded and the motion was carried unanimously.

G. Major Thoroughfare Plan

Ms. Longpine stated that the OTO Major Thoroughfare plan had been under review since last fall. It was on hold until there were model results. Staff met with every community during the spring and discussed changes. There was a reality check to ask what realistically could be completed or what right-of-way could be obtained by 2040. It also needed to make sense for the whole region. The Major Thoroughfare Plan subcommittee and Long Range Transportation Plan subcommittee have reviewed the changes. The changes are being brought for concurrence to the Technical Planning Committee and the Board of Directors. After that each community will take the Major Thoroughfare Plan to their governing bodies for approval and adoption before being included in the Long Range Transportation Plan. She outlined some of the key changes in the proposed Major Thoroughfare Plan, including the region's first designated boulevard along ZZ by Wilson's Creek National Battlefield.

Ms. Longpine stated that there was a rural collector designation added in a pink line. Rural collector takes the right-of-way down to 50 feet and does not include sidewalk, curb, or gutter. It will bring the roads up to a good driving standard. Staff is also developing a Design Standard Brochure.

Mr. Cossey made the motion to recommend concurrence of the proposed Major Thoroughfare Plan changes and Design Standards keeping consideration of the previous motion to deny that particular change of Kansas Expressway. Mr. Brock seconded and the motion was carried unanimously.

Mr. Cossey inquired the process for taking the Major Thoroughfare Plan to the Councils and Boards. Ms. Fields stated after the Board of Directors approves the plan, then it can be taken to the Councils and Boards for approval. She would be happy to attend any meetings if requested.

III. Other Business

A. Technical Planning Committee Member Announcements

Mr. Humphrey stated that Greene County had finished the selection process for the Kansas Expressway project going south of Republic Road. Greene County was in the process of pursuing contract negotiations with Burns and McDonald as the prime Engineering Consultant. The local contact for the design team would be Great River Engineering.

B. Transportation Issues for Technical Planning Committee Member Review

Mr. Brock inquired about the Department of Transportation letter and how it states "unable to incur new obligations." He wondered how that affected LPAs that have new

projects. Mr. Miller stated he had not heard anything officially. There was discussion on the different funding mechanisms being discussed in the House and Senate.

Mr. Brock asked if there would be any issues getting funds obligated. Mr. Miller replied it would be better to hurry. Mr. McMahon stated that if the project has been programmed and it is ready to move on, based on past appropriations there should not be a problem. Mr. Brock stated that the TAP projects are future appropriations. Ms. Fields stated that the TAP funding assumed there would be an appropriation on September 1. The last time this happened Federal Highway stopped processing payments. The letter states that if the department goes on furlough because there is no funding, then payments would not be processed from Federal Highway. Mr. McMahon stated that there was not discussion on this at the Federal Highway office. Mr. Miller stated that if Federal Highway could not obligate, then the payments would have to stop. Ms. Fields stated it might be more for effect.

C. Articles For Technical Planning Committee Member Information

Ms. Fields discussed a few of the articles.

IV. Adjournment

Mr. Gugel made the motion to adjourn. Mr. Coltrin seconded and the meeting was adjourned at 2:28 p.m.

TAB 2

TECHNICAL PLANNING COMMITTEE AGENDA 9/16/2015; ITEM II.A.

Amendment Number Seven to the FY 2015-2018 Transportation Improvement Program

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

There is one item included as part of Amendment Number Seven to the FY 2015-2018 Transportation Improvement Program. The City of Springfield has asked to add STP-Urban funding to the Commercial Street Streetscape project, which has been awarded Transportation Enhancement funding. The project has been expanded to include roadway and intersection improvements. STP-Urban funding is proposed to be utilized.

1. *Update* Commercial Street Streetscape Phase 5 (EN1305)
Updated to add \$360,000 in STP-Urban and \$90,000 in local funding to complete streetscape improvements on Commercial Street between Benton and Washington and intersection improvements at Washington for a programmed total of \$850,000, up from \$400,000. The funding shown in Fiscal Year 2015 was also moved to Fiscal Year 2016. Construction is expected to start in the Spring.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

“Move to recommend that the Board of Directors approve Amendment 7 to the FY 2015-2018 Transportation Improvement Program.”



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1305 **COMMERCIAL STREET STREETScape PHASE 5**

Route Commercial Street

From Benton Avenue

To Washington Avenue

Location/Agency

Federal Agency

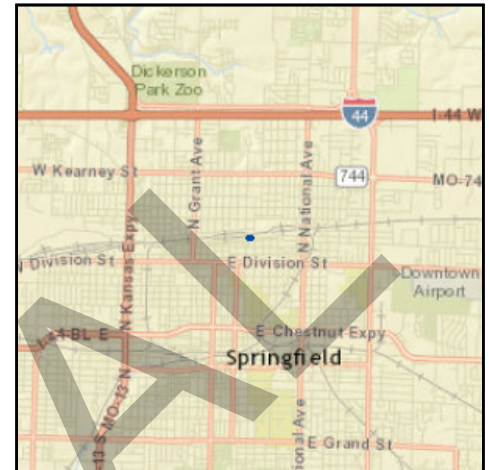
Responsible Agency City of Springfield

Federal Funding Category TE

MoDOT Funding Category None

AC Year of Conv.

STIP #



Project Description

Streetscape improvements along the north and south sides of Commercial Street from Benton Avenue to Washington, including an overlay on Commercial Street.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (TE)	Federal	CON	\$220,413	\$0	\$0	\$0	\$220,413
LOCAL	Local	CON	\$179,587	\$0	\$0	\$0	\$179,587
Totals			\$400,000	\$0	\$0	\$0	\$400,000

Notes

Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$400,000



Transportation Improvement Program - FY 2015-2018

Project Detail by Section and Project Number with Map

D) Bicycle & Pedestrian Section

TIP # EN1305 **COMMERCIAL STREET STREETScape PHASE 5**

Route Commercial Street

From Benton Avenue

To Washington Avenue

Location/Agency City of Springfield

Federal Agency FHWA

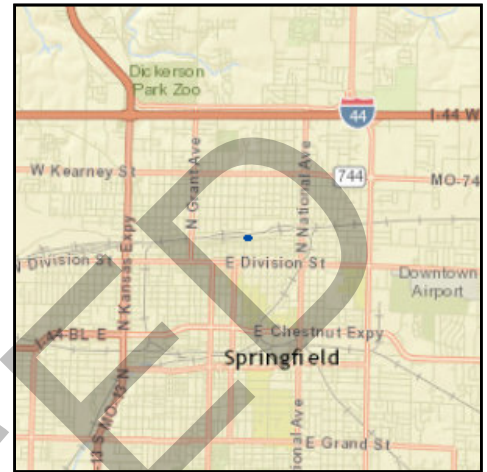
Responsible Agency City of Springfield

Federal Funding Category TE

MoDOT Funding Category None

AC Year of Conv.

STIP #



Project Description

Streetscape improvements along the north and south sides of Commercial Street from Benton Avenue to Washington, including an overlay on Commercial Street and intersection improvements at Washington.

Fund Code	Source	Phase	FY2015	FY2016	FY2017	FY2018	Total
FHWA (STP-U)	Federal	CON	\$0	\$360,000	\$0	\$0	\$360,000
FHWA (TE)	Federal	CON	\$0	\$220,413	\$0	\$0	\$220,413
LOCAL	Local	CON	\$0	\$269,587	\$0	\$0	\$269,587
Totals			\$0	\$850,000	\$0	\$0	\$850,000

Notes

Source of Local Funds: City of Springfield 1/4-cent Capital Improvement Program

Prior Cost	\$0
Future Cost	\$0
Total Cost	\$850,000

FINANCIAL SUMMARY

Bicycle & Pedestrian

YEARLY SUMMARY

					Local	State		
PROJECT	FHWA (STP)	FHWA (STP-U)	FHWA (TE)	FHWA (TAP)	LOCAL	MoDOT	MoDOT-AC	TOTAL
FY 2015								
EN1302	\$0	\$0	\$0	\$240,000	\$60,000	\$0	\$0	\$300,000
EN1305	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EN1306	\$0	\$0	\$320,000	\$0	\$80,000	\$0	\$0	\$400,000
EN1307	\$0	\$0	\$200,000	\$0	\$50,000	\$0	\$0	\$250,000
EN1401	\$0	\$48,000	\$0	\$0	\$12,000	\$0	\$0	\$60,000
EN1502	\$0	\$0	\$0	\$0	\$0	\$194,800	\$779,200	\$974,000
EN1503	\$0	\$0	\$0	\$122,966	\$30,742	\$0	\$0	\$153,708
EN1504	\$0	\$0	\$0	\$141,635	\$35,409	\$0	\$0	\$177,044
EN1505	\$0	\$0	\$0	\$40,034	\$10,009	\$0	\$0	\$50,043
EN1506	\$0	\$0	\$0	\$250,000	\$141,176	\$0	\$0	\$391,176
EN1507	\$0	\$0	\$0	\$192,680	\$48,170	\$0	\$0	\$240,850
EN1508	\$0	\$0	\$0	\$250,000	\$179,000	\$0	\$0	\$429,000
EN1509	\$0	\$0	\$0	\$250,000	\$280,000	\$0	\$0	\$530,000
EN1510	\$0	\$0	\$0	\$250,000	\$62,500	\$0	\$0	\$312,500
EN1511	\$0	\$0	\$0	\$160,000	\$40,000	\$0	\$0	\$200,000
EN1512	\$0	\$0	\$0	\$133,080	\$33,270	\$0	\$0	\$166,350
EN1513	\$0	\$9,791	\$0	\$0	\$2,448	\$0	\$0	\$12,239
EN1514	\$0	\$44,102	\$0	\$0	\$11,026	\$0	\$0	\$55,128
EN1515	\$0	\$0	\$0	\$240,000	\$110,000	\$0	\$0	\$350,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SP1412	\$0	\$0	\$0	\$0	\$0	\$118,600	\$474,400	\$593,000
SP1414	\$69,000	\$0	\$175,000	\$0	\$30,000	\$31,000	\$0	\$305,000
SUBTOTAL	\$69,000	\$101,893	\$695,000	\$2,030,395	\$1,155,750	\$349,400	\$1,273,600	\$5,675,038
FY 2016								
EN1305	\$0	\$360,000	\$220,413	\$0	\$269,587	\$0	\$0	\$850,000
EN1513	\$0	\$68,839	\$0	\$0	\$17,210	\$0	\$0	\$86,049
EN1514	\$0	\$310,055	\$0	\$0	\$77,514	\$0	\$0	\$387,569
EN1601	\$0	\$31,200	\$192,000	\$0	\$0	\$55,800	\$0	\$279,000
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$770,094	\$412,413	\$0	\$364,311	\$60,800	\$20,000	\$1,627,618
FY 2017								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
FY 2018								
MO1309	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
SUBTOTAL	\$0	\$0	\$0	\$0	\$0	\$5,000	\$20,000	\$25,000
GRAND TOTAL	\$69,000	\$871,987	\$1,107,413	\$2,030,395	\$1,520,061	\$420,200	\$1,333,600	\$7,352,656

FINANCIAL CONSTRAINT

Bicycle & Pedestrian

	STP	STP-U	TE	TAP	Local	MoDOT	MoDOT-AC	TOTAL
PRIOR YEAR								
Balance	\$ -	\$ -	\$ -	\$837,863	\$ -	\$ -	\$ -	\$837,863
FY 2015								
Funds Anticipated	\$69,000	\$48,000	\$695,000	\$1,199,376	\$1,155,750	\$349,400	\$1,273,600	\$4,790,126
Funds Programmed	(\$69,000.00)	(\$48,000.00)	(\$695,000.00)	(\$2,030,395.00)	(\$1,155,750.00)	(\$349,400.00)	(\$1,273,600.00)	(\$5,621,145.00)
Running Balance	\$0	\$0	\$0	\$6,844	\$0	\$0	\$0	\$6,844
FY 2016								
Funds Anticipated	\$ -	\$770,094	\$412,413	\$0	\$ 364,311.00	\$60,800	\$20,000	\$1,627,618
Funds Programmed	\$ -	(\$770,094)	(\$412,413.00)	\$ -	\$ (364,311.00)	(\$60,800.00)	(\$20,000.00)	(\$1,627,618.00)
Running Balance	\$0	\$0	\$0	\$6,844	\$0	\$0	\$0	\$6,844
FY 2017								
Funds Anticipated	\$ -	\$ -	\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0	\$0	\$0	\$619,670	\$0	\$0	\$0	\$619,670
FY 2018								
Funds Anticipated	\$ -	\$ -	\$ -	\$612,826	\$ -	\$5,000	\$20,000	\$637,826
Funds Programmed	\$ -	\$ -	\$ -	\$ -	\$ -	(\$5,000.00)	(\$20,000.00)	(\$25,000.00)
Running Balance	\$0	\$0	\$0	\$1,232,496	\$0	\$0	\$0	\$1,232,496

declining revenues from the Highway Trust Fund, as well as MoDOT's declining ability to match federal funds, due to a decrease in projected state revenue. This table does not include OTO sub-allocated federal funding, such as STP-Urban, BRM, or Enhancement. Transit funding includes all formula funding distributed to the Springfield, MO area for FTA Sections 5307, 5310, and 5339 funding.

Table G.1	2015	2016	2017	2018
Roadway Funding	\$27,240,000	\$25,680,000	\$8,750,000	\$8,090,000
Transit Funding	\$3,026,518	\$3,026,518	\$3,026,518	\$3,026,518

The Ozarks Transportation Organization maintains fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funds, making projections based on funding received in prior years, as well as funding allocations in the federal transportation bill. A three percent inflation rate has been used to forecast revenues and expenditures. OTO has accumulated balances in these funds from prior years.

The TIP financial element is consistent with the OTO Long Range Transportation Plan, *Journey 2035*.

FEDERAL SUB-ALLOCATED REVENUE

The Ozarks Transportation Organization is responsible for selecting projects within three federal revenue categories. This means that OTO is responsible for project selection, programming, reasonable progress, and the maintenance of fund balances for STP-Urban, On-System Bridge (BRM), and Transportation Alternative Program funding categories. These fund balances are shown below.

OTO has been receiving sub-allocated funding since 2003. The funds which have accumulated "except for Transit" since then are referred to as "Carryover Balance" below. OTO has elected to maintain a healthy reserve of sub-allocated STP-Urban funding in order to be able to fund larger regionally significant projects, hence the larger carryover balance shown.

Table G.2 STP-Urban/Small Urban	
Carryover Balance through FY2014	\$23,213,240
Anticipated Allocation FY2015	\$5,410,663
Anticipated Allocation FY2016	\$5,414,570
Anticipated Allocation FY2017	\$4,599,063
Anticipated Allocation FY2018	\$4,599,063
Programmed through FY2018	(\$15,820,315)
Estimated Carryover Balance Through FY 2018	\$27,416,284

Table G.3 On-System Bridge (BRM)	
Carryover Balance through FY2014	\$1,542,036
Anticipated Allocation FY2015	\$338,170
Anticipated Allocation FY2016	\$338,170
Anticipated Allocation FY2017	\$338,170
Anticipated Allocation FY2018	\$338,170
Programmed through FY2018	(\$1,189,657)
Estimated Carryover Balance Through FY 2018	\$1,705,059

REVENUE

An explanation of revenue sources that provide for the operation and maintenance of the transportation system as well as the capital improvements to the transportation system may be found in the preceding pages under explanation of fiscal constraint.

The following table highlights the ability of OTO jurisdictions to deliver local projects as shown in the project pages.

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Battlefield				
Total Available Revenue	\$232,024.00	\$232,024.00	\$232,024.00	\$232,024.00
Estimated Operations and Maintenance Expenditures	(\$3,731.00)	(\$3,806.00)	(\$3,882.00)	(\$3,960.00)
Estimated TIP Project Expenditures	(\$13,474.00)	(\$94,724.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$214,819.00	\$133,494.00	\$228,142.00	\$228,064.00
City of Nixa				
Total Available Revenue (prior reserves included)	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00	\$1,724,056.00
Estimated Operations and Maintenance Expenditures	(\$25,424.00)	(\$25,932.00)	(\$26,451.00)	(\$26,980.00)
Estimated TIP Project Expenditures	(\$1,558,651.00)	(\$326,750.00)	\$0.00	\$0.00
Amount Available for Local Projects	\$510,244.00	\$1,371,374.00	\$1,697,605.00	\$1,697,076.00
City of Ozark				
Total Available Revenue	\$640,830.00	\$640,830.00	\$640,830.00	\$640,830.00
Estimated Operations and Maintenance Expenditures	(\$60,512.00)	(\$61,722.00)	(\$62,956.00)	(\$64,215.00)
Estimated TIP Project Expenditures	(\$72,460.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$507,858.00	\$579,108.00	\$577,874.00	\$576,615.00
City of Republic				
Total Available Revenue	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00	\$1,670,475.00
Estimated Operations and Maintenance Expenditures	(\$36,355.00)	(\$37,082.00)	(\$37,824.00)	(\$38,580.00)
Estimated TIP Project Expenditures	(\$153,176.00)	(\$50,280.00)	(\$496,128.00)	\$0.00
Amount Available for Local Projects	\$1,480,944.00	\$1,583,113.00	\$1,136,523.00	\$1,631,895.00
City of Springfield				
Total Available Revenue	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00	\$21,305,118.00
Estimated Operations and Maintenance Expenditures	(\$2,325,881.00)	(\$2,372,399.00)	(\$2,419,847.00)	(\$2,468,244.00)
Estimated TIP Project Expenditures	(\$742,984.00)	(\$1,363,112.00)	(\$271,823.00)	(\$1,179,000.00)
Amount Available for Local Projects	\$18,236,253.00	\$17,569,607.00	\$18,613,448.00	\$17,657,874.00

Continued on next page...

Table G.9 Revenue	FY 2015	FY 2016	FY 2017	FY 2018
City of Strafford				
Total Available Revenue	\$100,297.00	\$100,297.00	\$100,297.00	\$100,297.00
Estimated Operations and Maintenance Expenditures	\$0.00	\$0.00	\$0.00	\$0.00
Estimated TIP Project Expenditures	(\$72,500.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$27,797.00	\$100,297.00	\$100,297.00	\$100,297.00
City of Willard				
Total Available Revenue	\$467,355.00	\$467,355.00	\$467,355.00	\$467,355.00
Estimated Operations and Maintenance Expenditures	(\$13,948.00)	(\$14,227.00)	(\$14,512.00)	(\$14,802.00)
Estimated TIP Project Expenditures	(\$13,739.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$439,668.00	\$453,128.00	\$452,843.00	\$452,553.00
Christian County				
Total Available Revenue	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00	\$1,541,779.00
Estimated Operations and Maintenance Expenditures	(\$40,163.00)	(\$40,966.00)	(\$41,785.00)	(\$42,621.00)
Estimated TIP Project Expenditures	(\$1,557,044.00)	\$0.00	\$0.00	\$0.00
Amount Available for Local Projects	\$1,501,616.00	\$1,500,813.00	\$1,499,994.00	\$1,499,158.00
Greene County				
Total Available Revenue	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00	\$21,647,886.00
Estimated Operations and Maintenance Expenditures	(\$106,796.00)	(\$108,932.00)	(\$111,111.00)	(\$113,333.00)
Estimated TIP Project Expenditures	(\$916,200.00)	(\$380,000)	\$0.00	\$0.00
Amount Available for Local Projects	\$20,624,890.00	\$21,158,954.00	\$21,536,775.00	\$21,534,553.00

TAB 3

TECHNICAL PLANNING COMMITTEE AGENDA 9/16/2015; ITEM II.B.

RIDESHARE PROGRAM

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

In 2008 a website matching program was purchased through Rideshark. This program may be found at www.ozarkscommute.com. In 2012, FHWA ruled that OTO could not use Federal Planning funds to run a rideshare program. The City of Springfield offered a solution in which OTO would take \$10,000 annually in STP-Urban funds off the top before any sub allocation to jurisdictions and transfer it to the City of Springfield and the City of Springfield would pay RideShark for the ride matching service and promote the service at community events.

A usage report is attached for review. There are eight employer portals that are active. The employers include the City of Springfield, Greene County, City Utilities, Mercy, Missouri State University, Ozarks Technical Community College, Drury and Associated Electric Coop.

The City of Springfield has requested a review of the program by the OTO and a decision on if the program should be continued.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

“Move to recommend to the Board of Directors that the Rideshare program be continued.”

Or

“Move to recommend to the Board of Directors that the Rideshare program be discontinued....”

OzarksCommute.com - Ozarks**Monday, June 29, 2015**

Query Name	Result	Time Frame
Number Of Users Creating Account	23	Past 182 Days
Number Of Users Logging In	239	Past 182 Days
Number Of Find Match Requests	123	Past 182 Days
Number Of Distinct Users Searching For Matches	123	Past 182 Days
Average Number Of Matches Found Per Search	0.00	Past 182 Days
Min Number Of Matches Found Per Search	0.00	Past 182 Days
Max Number Of Matches Found Per Search	5.00	Past 182 Days
Number Of Searching Users Who Did Not Find A Single Match	60.00	Past 182 Days
Percentage Of Searching Users Who Did Not Find A Single Match	2.87	Past 182 Days
Number Of Commuting Partner Email Requests Sent	4	Past 182 Days
Number Of Auto Match Notifications Sent	0	Past 182 Days
Number Of Carpool Invitation Emails Sent	0	Past 182 Days

OzarksCommute.com - Ozarks**Wednesday, December 31, 2014**

Query Name	Result	Time Frame
Number Of Users Creating Account	89	Past 365 Days
Number Of Users Logging In	300	Past 365 Days
Number Of Find Match Requests	87	Past 365 Days
Number Of Distinct Users Searching For Matches	87	Past 365 Days
Average Number Of Matches Found Per Search	0.00	Past 365 Days
Min Number Of Matches Found Per Search	0.00	Past 365 Days
Max Number Of Matches Found Per Search	6.00	Past 365 Days
Number Of Searching Users Who Did Not Find A Single Match	59.00	Past 365 Days
Percentage Of Searching Users Who Did Not Find A Single Match	2.99	Past 365 Days
Number Of Commuting Partner Email Requests Sent	8	Past 365 Days
Number Of Auto Match Notifications Sent	0	Past 365 Days
Number Of Carpool Invitation Emails Sent	0	Past 365 Days

OzarksCommute.com - Ozarks**Tuesday, December 31, 2013**

Query Name	Result	Time Frame
Number Of Users Creating Account	230	Past 365 Days
Number Of Users Logging In	406	Past 365 Days
Number Of Find Match Requests	482	Past 365 Days
Number Of Distinct Users Searching For Matches	118	Past 365 Days
Average Number Of Matches Found Per Search	0.96	Past 365 Days
Min Number Of Matches Found Per Search	0.00	Past 365 Days
Max Number Of Matches Found Per Search	8.00	Past 365 Days
Number Of Searching Users Who Did Not Find A Single Match	66	Past 365 Days
Percentage Of Searching Users Who Did Not Find A Single Match	55.93 %	Past 365 Days
Number Of Commuting Partner Email Requests Sent	23	Past 365 Days
Number Of Auto Match Notifications Sent	0	Past 365 Days
Number Of Carpool Invitation Emails Sent	0	Past 365 Days

OzarksCommute.com - Ozarks**Monday, December 31, 2012**

Query Name	Result	Time Frame
Number Of Users Creating Account	114	Past 365 Days
Number Of Users Logging In	283	Past 365 Days
Number Of Find Match Requests	271	Past 365 Days
Number Of Distinct Users Searching For Matches	62	Past 365 Days
Average Number Of Matches Found Per Search	0.61	Past 365 Days
Min Number Of Matches Found Per Search	0.00	Past 365 Days
Max Number Of Matches Found Per Search	4.00	Past 365 Days
Number Of Searching Users Who Did Not Find A Single Match	29	Past 365 Days
Percentage Of Searching Users Who Did Not Find A Single Match	46.77 %	Past 365 Days
Number Of Commuting Partner Email Requests Sent	14	Past 365 Days
Number Of Auto Match Notifications Sent	0	Past 365 Days
Number Of Carpool Invitation Emails Sent	0	Past 365 Days

OzarksCommute.com – Ozarks**Saturday, December 31, 2011**

Query Name	Result	Time Frame
Number Of Users Creating Account	136	Past 365 Days
Number Of Users Logging In	264	Past 365 Days
Number Of Find Match Requests	311	Past 365 Days
Number Of Distinct Users Searching For Matches	90	Past 365 Days
Average Number Of Matches Found Per Search	0.55	Past 365 Days
Min Number Of Matches Found Per Search	0.00	Past 365 Days
Max Number Of Matches Found Per Search	7.00	Past 365 Days
Number Of Searching Users Who Did Not Find A Single Match	53	Past 365 Days
Percentage Of Searching Users Who Did Not Find A Single Match	58.89 %	Past 365 Days
Number Of Commuting Partner Email Requests Sent	12	Past 365 Days
Number Of Auto Match Notifications Sent	2	Past 365 Days
Number Of Carpool Invitation Emails Sent	0	Past 365 Days

OzarksCommute.com – Ozarks**Friday, December 31, 2010**

Query Name	Result	Time Frame
Number Of Users Creating Account	91	Past 365 Days
Number Of Users Logging In	236	Past 365 Days
Number Of Find Match Requests	174	Past 365 Days
Number Of Distinct Users Searching For Matches	60	Past 365 Days
Average Number Of Matches Found Per Search	0.98	Past 365 Days
Min Number Of Matches Found Per Search	0.00	Past 365 Days
Max Number Of Matches Found Per Search	7.00	Past 365 Days
Number Of Searching Users Who Did Not Find A Single Match	31	Past 365 Days
Percentage Of Searching Users Who Did Not Find A Single Match	51.67 %	Past 365 Days
Number Of Commuting Partner Email Requests Sent	7	Past 365 Days
Number Of Auto Match Notifications Sent	0	Past 365 Days
Number Of Carpool Invitation Emails Sent	0	Past 365 Days

OzarksCommute.com – Ozarks**Thursday, December 31, 2009**

Query Name	Result	Time Frame
Number Of Users Creating Account	125	Past 365 Day
Number Of Users Logging In	162	Past 365 Day
Number Of Find Match Requests	328	Past 365 Day
Number Of Distinct Users Searching For Matches	75	Past 365 Day
Average Number Of Matches Found Per Search	1.99	Past 365 Day
Min Number Of Matches Found Per Search	0.00	Past 365 Day
Max Number Of Matches Found Per Search	8.00	Past 365 Day
Number Of Searching Users Who Did Not Find A Single Match	29	Past 365 Day
Percentage Of Searching Users Who Did Not Find A Single Match	38.67 %	Past 365 Day
Number Of Commuting Partner Email Requests Sent	6	Past 365 Day
Number Of Auto Match Notifications Sent	0	Past 365 Day
Number Of Carpool Invitation Emails Sent	0	Past 365 Day
Number Of Carpool Invitations Accepted	0	Past 365 Day
Number Of Carpool Invitations Accepted	0	Past 365 Day
Number Of Map Point Requests Consumed	795	Past 365 Day

OzarksCommute.com – Ozarks**Wednesday, December 31, 2008**

Query Name	Result	Time Frame
Number Of Users Creating Account	40	Past 60 Days
Number Of Users Logging In	40	Past 60 Days
Number Of Find Match Requests	250	Past 60 Days
Number Of Distinct Users Searching For Matches	17	Past 60 Days
Average Number Of Matches Found Per Search	1.92	Past 60 Days
Min Number Of Matches Found Per Search	0.00	Past 60 Days
Max Number Of Matches Found Per Search	5.00	Past 60 Days
Number Of Searching Users Who Did Not Find A Single Match	6	Past 60 Days
Percentage Of Searching Users Who Did Not Find A Single Match	35.29 %	Past 60 Days
Number Of Commuting Partner Email Requests Sent	0	Past 60 Days
Number Of Map Point Requests Consumed	320	Past 60 Days

Since Inception

Monday, June 29, 2015

Number Of Users Creating Account	814	Past 2431 Days
Number Of Users Logging In	821	Past 2431 Days
Number Of Find Match Requests	2026	Past 2431 Days
Number Of Distinct Users Searching For Matches	2026	Past 2431 Days
Average Number Of Matches Found Per Search	1.00	Past 2431 Days
Min Number Of Matches Found Per Search	0.00	Past 2431 Days
Max Number Of Matches Found Per Search	8.00	Past 2431 Days
Number Of Searching Users Who Did Not Find A Single Match	1,093.00	Past 2431 Days
Percentage Of Searching Users Who Did Not Find A Single Match	52.22	Past 2431 Days
Number Of Commuting Partner Email Requests Sent	74	Past 2431 Days
Number Of Auto Match Notifications Sent	2	Past 2431 Days
Number Of Carpool Invitation Emails Sent	0	Past 2431 Days

TAB 4

TECHNICAL PLANNING COMMITTEE AGENDA 9/16/2015; ITEM II.C.

Transportation Plan 2040 Vision and Goals

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

The OTO Long Range Transportation Plan Subcommittee has developed a vision and goals to guide further plan development. These were derived from the goals in the prior plan, the planning factors contained in the surface transportation legislation, and public input. Action items for the Plan will appear with these goals and will serve as a strategic plan for OTO planning activities until the next LRTP update.

The draft vision and goals are included in this agenda packet.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

Informational Only. No Action Requested.

Vision

An excellent transportation system supporting the success of the OTO Region

Goals

1. Support the economic vitality of the region
2. Encourage productive land use through consistency between planned growth, economic development patterns and transportation improvements
3. Increase the Safety and Security of the Transportation System for all users
4. Increase accessibility and mobility for all transportation modes
5. Improve connections within and between all modes of transportation
6. Encourage efficient system management and operations
7. Preserve the existing transportation system and monitor system performance
8. Maximize Resources by promoting partnerships, collaboration and good planning principles
9. Actively seek reliable and stable transportation funding
10. Provide education and advocacy for transportation
11. Protect and Enhance the Environment when planning for transportation improvements
12. Support the efficient movement of goods

TAB 5

TECHNICAL PLANNING COMMITTEE AGENDA 9/16/2015; ITEM II.D.

OTO 2016 DBE PROGRAM GOAL

Ozarks Transportation Organization (Springfield, MO Area MPO)

AGENDA DESCRIPTION:

The U.S. Department of Transportation's (USDOT) Disadvantaged Business Enterprise (DBE) Program is designed to assist small businesses owned and controlled by socially and economically disadvantaged individuals, including minorities and women, in participating in contracting opportunities created by DOT financial assistance programs. The program also helps small non-minority owned business participate in contracting opportunities. The three major DOT operating administrations involved in the DBE Program are the Federal Highway Administration (FHWA), the Federal Aviation Administration (FAA), and the Federal Transit Administration (FTA).

Among other things, DBE regulations require recipients of USDOT financial assistance to establish goals for the participation of disadvantaged entrepreneurs. OTO is required by the USDOT to have a DBE Program because it is a FHWA/FTA recipient that receives federal planning funds and will award prime contracts.

OTO's DBE calculation:

- OTO proposed 2016 DBE Goal – 0%
- OTO current 2015 DBE Goal – 0%

As a requirement to receive and expend federal funds for third party contracts, USDOT requires OTO to establish a DBE goal based on methods established by USDOT. The DBE Program relates to efforts that support OTO's non-discrimination requirements under Title VI. There were no Title VI complaints for OTO in 2014.

The OTO 2016 DBE goal will be out for public comment until October 14, 2015.

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

“Move to recommend that the Board of Directors approve the 2016 DBE Program Goal and Appendix D to the Disadvantaged Business Enterprise Program.”

Or

“Move to recommend that the 2016 DBE Program Goal have the following revisions....”

DBE Goal Methodology

OTO submits its overall goal to USDOT annually beginning with the base year 2015. In accordance with Federal Regulations CFR 49§26.45, OTO employees a two-step process to calculate its DBE Program Goal.

OTO 2016 DBE GOAL = 0%

Step 1

Involves determining a “base figure” for the relative availability of DBEs in the area. The base figure is a percentage calculated as the ratio of available DBEs. The data sources used to derive available DBEs is as follows:

1. “Available DBEs” is derived from the total number of certified DBEs in the Missouri Regional Certification Committee (MRCC)¹ DBE directory with the North American Industry Classification (NAICS) Codes of 23 - Construction; 54 - Professional, Scientific, and Technical Services; and 42 - Wholesale Trade for the (5) counties within the Metropolitan Statistical Area (MSA).

Step one Formula:
$$\frac{\text{Number of Springfield MSA DBE listed by the MoDOT MRCC Directory}}{\text{Number of Springfield MSA business establishments listed by the US Census}} = DBE\ Goal$$

Appendix D indicates there are 10 companies listed in the MRCC Directory within the Springfield MSA.

2. “All available” companies is derived from the total number of companies with the NAICS codes above found in the Census Bureau’s County Business Patterns (CBP) database in the five (5) counties within the Metropolitan Statistical Area (MSA).

Appendix D indicates there are 2645 businesses listed in the US Census.

$$\frac{10}{2645} = .003780$$

Step 2

The second step involves examining available evidence to determine what adjustment, if any is needed to the base figure in order to arrive at the overall goal that reflects as accurately as possible the DBE participation OTO would expect in the absence of discrimination.

- A. Proposed OTO 2016 Goal
- B. OTO 2015 Goal
(A X B)/2 = Goal Adjustment

¹ MRCC – regional certification committee is the Missouri “one stop” DBE certification group. The Committee (MoDOT, KCMO, KCATA< Metro and Lambert Airport St. Louis, EWGCC, and MARC) is the statewide DBE certification certifiers. If certified by one of these agencies your certification is good throughout MO.

To determine what types of adjustments, if any are needed to the base figure, additional sources of evidence was examined:

1. The current capacity of DBEs to perform work in OTO's DOT-assisted contracting program, as measured by the volume of work DBEs have performed in recent years.
2. Reviewed the last three (2) year bi-annual reports (years 2013 through 2014) of DBE participation (0%) reported to FTA.

Last 2 Years	Goal	Achieved Goal
2014	0% - goal set by MoDOT	0%
2015	0% - OTO 2015 Goal	0%

To calculate the DBE goal, OTO averaged the base figure calculation 0% was averaged with the median of the volume of work DBEs performed in recent years (0%) thus providing the average of the two measures.

There were no adjustments needed since OTO's 2015 goal was 0%.

APPENDIX D – OVERALL 2016 DBE GOAL 49 CFR §26.45

OTO uses the two step process outlined in 49 CFR §26.45. OTO utilizes the MRCC Directory to establish the base figure in step one. *The MSA area includes Christian, Dallas, Greene, Polk and Webster counties.*

STEP ONE – DBE Calculation

Step one Formula:
$$\frac{\text{Number of Springfield MSA DBE listed by the MoDOT MRCC Directory}}{\text{Number of Springfield MSA business establishments listed by the US Census}} = \text{DBE Goal}$$

OTO Step one: Formula:
$$\frac{10}{2645} = 0.003780 = \text{rounds to } 0 = \text{Goal of } 0$$

Number of DBE business in the MSA*								
DBE Companies in MSA	NAICS Code	Primary Business Category	Type 1 NAICS**	Type 2 NAICS**	Type 3 NAICS**	Type 4 NAICS**	Type 5 NAICS**	Total Activity by NAICS
Company 1	23	Construction	238110	237310				2
Company 2	23	Construction	237310	561730	238110	238990	237990	5
Company 3	23	Construction	237310	561730				2
Company 4	23	Construction	236220	541310				2
Company 5	54	Professional, Scientific, and Technical Services	541219					1
Company 6	54	Professional, Scientific, and Technical Services	541370	541330				2
Company 7	54	Professional, Scientific, and Technical Services	541990	484220				2
Company 8	54	Professional, Scientific, and Technical Services	541611	711510	237310			3
Company 9	54	Professional, Scientific, and Technical Services	541310					1
Company 10	42	Wholesale Trade	423310	424690	425120	238330	238340	5
Total Activity by types			10	8	3	2	2	25
*MSA includes: Christian, Dallas, Green, Polk and Webster County								
http://contribute.modot.mo.gov/business/contractor_resources/External_Civil_Rights/mrcc.htm								

**NAICS Type is the specific line of business a company conducts in an industry. For example NAICS Code 23 is Construction. Company 1 located in the Springfield MSA specializes in two different types of construction: #238110 - Poured Concrete Foundation and structure Contractors & #237310 - Power and Communication Line and Related Structures Construction.

Number of Business identified by NAICS Code in the MSA		
NAICS Code	Primary Business Category	Total Establishments in the MSA
23	Construction	984
54	Professional, Scientific, and Technical Services	1070
42	Wholesale Trade	591
Total		2645
* NAICS Indicates 2,645 established Small Businesses by relevant sectors.		
http://censtats.census.gov/		

STEP TWO – Review for Needed Adjustments

Step two involves examining available evidence determining what adjustments to the base figure are needed, if any.

- OTO utilizes the MRCC database.

No adjustments needed. OTO's 2015 goal was 0.

- OTO records and takes into consideration the DBE activities performed in DOT assisted contracts.

No DBE activities performed in the DOT assisted contracts so additional consideration required for 2016.

No adjustments needed.

TAB 6

TECHNICAL PLANNING COMMITTEE AGENDA 9/16/2015; ITEM II.E.

FY 2016 Unified Planning Work Program (UPWP) Amendment 1

**Ozarks Transportation Organization
(Springfield, MO Area MPO)**

AGENDA DESCRIPTION:

OTO is required on an annual basis to prepare a Unified Planning Work Program (UPWP), which includes plans and programs the MPO will undertake during the fiscal year. The OTO is proposing Amendment Number 1 to the FY 2016 UPWP in order to relocate the OTO offices. The total increase to the UPWP is \$21,555.00. The costs cover moving companies, rent deposit, rent, additional supplies, utilities, internet, and other items that might be incurred by the OTO in relation to an office relocation. The costs are approximate since the details are still unknown. The proposed changes to Task 010, 020, 030, 040, 060, and 080, as well as the proposed changes to Appendix A, are included in the agenda.

Proposed Amendment 1 below:

	<u>FY 2016</u>	<u>FY 2016 Amended</u>
OTO Consolidated FHWA/FTA PL Funds	\$714,708	\$731,952
Local Jurisdiction Match Funds/In-Kind Match	\$ 78,677	\$ 82,988
<u>MoDOT "Direct Costs"</u>	<u>\$100,000</u>	<u>\$100,000</u>
Total OTO Revenue	\$893,385	\$914,940

TECHNICAL PLANNING COMMITTEE ACTION REQUESTED:

That a member of the Technical Planning Committee makes the following motion:

"To make a recommendation to the Board of Directors on approving Amendment Number 1 to the FY 2016 UPWP."

OR

"Move to...."



OZARKS TRANSPORTATION ORGANIZATION
A METROPOLITAN PLANNING ORGANIZATION

Unified Planning Work Program

Fiscal Year 2016

(July 1, 2015 – June 30, 2016)

APPROVED BY OTO BOARD OF DIRECTORS: April 16, 2015

APPROVED BY USDOT: April 22, 2015

The MPO fully complies with Title VI of the Civil Rights Act of 1964 and related statutes and regulations in all programs and activities. The MPO does not discriminate on the basis of race, color, national origin, English proficiency, religious creed, disability, age, sex. Any person who believes he/she or any specific class of persons has been subjected to discrimination prohibited by Title VI or related statutes or regulations may, herself/himself or via a representative, file a written complaint with the MPO. A complaint must be filed no later than 180 calendar days after the date on which the person believes the discrimination occurred. A complaint form and additional information can be obtained by contacting the MPO (see below) or at www.ozarkstransportation.org.

For additional copies of this document or to request it in an accessible format, contact:

By mail:	Ozarks Transportation Organization 205 Park Central East, Suite 205 Springfield, MO 65806
By Telephone:	417-865-3042, Ext. 100
By Fax:	417-862-6013
By Email	staff@ozarkstransportation.org

Or download it by going to www.ozarkstransportation.org.

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Introduction

The Unified Planning Work Program (UPWP) is a description of the proposed activities of the Ozarks Transportation Organization during Fiscal Year 2016 (July 2015 - June 2016). The program is prepared annually and serves as a basis for requesting federal planning funds from the U. S. Department of Transportation through the Missouri Department of Transportation. All tasks are to be completed by OTO staff unless otherwise identified.

It also serves as a management tool for scheduling, budgeting, and monitoring the planning activities of the participating agencies. This document was prepared by staff from the Ozarks Transportation Organization (OTO), the Springfield Area Metropolitan Planning Organization (MPO), with assistance from various agencies, including the Missouri Department of Transportation (MoDOT), the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), City Utilities (CU) Transit, and members of the OTO Technical Planning Committee consisting of representatives from each of the nine OTO jurisdictions. Federal funding is received through a Federal Transportation Grant from the Federal Highway Administration and the Federal Transit Administration, known as a Consolidated Planning Grant (CPG).

The implementation of this document is a cooperative process of the OTO, Missouri Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, City Utilities Transit, and members of the OTO Technical Planning Committee and OTO Board of Directors.

The OTO is interested in public input on this document and all planning products and transportation projects. The Ozarks Transportation Organization's Public Participation Plan may be found on the OTO website at:

http://www.ozarkstransportation.org/Documents/OTO_PPP_BODApproved_%20Aug2014.pdf

The planning factors used as a basis for the creation of the UPWP are:

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and non-motorized users;
- Increase the security of the transportation system for motorized and non-motorized users;
- Increase the accessibility and mobility of people and freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation; and
- Emphasize the preservation of the existing transportation system.

An FY 2016-2019 TIP Update will not be produced. The FY 2017-2020 TIP Update will begin Spring 2016 to be published August 2016.

Important Metropolitan Planning Issues

The mission of the Ozarks Transportation Organization is:

“To Provide a Forum for Cooperative Decision-Making in Support of an Excellent Transportation System.”

In order to fulfill that mission, a great deal of staff time and efforts are spent on bringing decision makers together to make funding and planning decisions to better the transportation network, which includes all modes.

The economy is recovering and traffic volumes are increasing, leading to slower commute times and increasing travel delay. The MoDOT funding crisis and the associated 325 Plan will stop all new projects that address safety and congestion. A 2016-2019 TIP will not be published, as there are very few projects to include. There is a great deal of uncertainty in the future of funding in Missouri. This makes it challenging to plan for the future.

The issue of non-attainment for Ozone will once again be looming. The EPA has taken comments on a new proposed rule. The Springfield region will go non-attainment, unless the EPA rules in favor of the higher standard. This will place an additional step to gaining federal approval of any transportation projects by requiring an air quality analysis be conducted.

Performance Standards are mandated by MAP-21. It is currently unclear as to exactly how this will be reported. While the ruling has been issued for Safety measures, it is unclear when MPO reporting will begin. The other four measures have yet to be finalized. However, at some point tracking and reporting of finalized performance standards will be required.

Anticipated Consultant Contracts

The table below lists the anticipated consultant contracts for the Fiscal Year 2016. All the contracts listed below are carryover multi-year contracts, except the professional services which may be new contracts depending on the service needed, and Aerial Photography.

<i>Cost Category</i>	<i>Budgeted Amount FY2016</i>
Aerial Photography	\$40,000
Audit	\$4,900
Professional Services Fees	\$12,000 <u>\$17,000</u>
Data Storage/Backup	\$3,300
IT Maintenance Contract	\$9,000
TIP Tool	\$9,600
Travel Model Consultant	\$20,000
Travel Data Collection	\$12,000
Total Consultant Usage	\$110,800 <u>\$115,800</u>

Items to be purchased that exceed \$5,000

Aerial Photography – OTO portion \$40,000 (Cooperative Purchase)

Travel Model Consultant – Scenarios \$20,000

Travel Time Collection Units – OTO portion \$80,000 (Cooperative Purchase)

Task 010 – OTO General Administration

Conduct daily administrative activities including accounting, payroll, maintenance of equipment, software, and personnel needed for federally-required regional transportation planning activities.

<u>Work Elements</u>	<u>Estimated Cost</u>
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Financial Management.....	\$33,000 <u>\$34,340</u>
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July to June

Responsible Agency – OTO

- Preparation of quarterly progress reports, payment requests, payroll, and year-end reports to MoDOT.
- Maintenance of OTO accounts and budget, with reporting to Board of Directors.

Financial Audit.....	\$4,900
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August to October

Consultant Contract

Responsible Agency – OTO

- Conduct an annual and likely single audit of FY 2015 and report to Board of Directors.
- Implement measures as suggested by audit.

Unified Planning Work Program.....	\$6,000 <u>\$6,244</u>
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January to June

Responsible Agency – OTO

- Modifications to the FY 2016 UPWP as necessary.
- Development of UPWP for FY 2017, including subcommittee meetings, presentation at Technical Planning Committee and Board of Directors Meetings, and public participation in accordance with the OTO Public Participation Plan.

Travel and Training	\$39,000
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July to June

Responsible Agency – OTO

- Travel to meetings both regionally and statewide. Training and development of OTO staff and OTO members through educational programs that are related to OTO work committees.

Possible training includes:

- Transportation Research Board (TRB) Conferences
- Association of MPOs Annual Conference
- Association of MPOs Policy Committee
- ESRI User Conference
- American Public Transportation Association Conference
- Institute for Transportation Engineers Conferences including meetings of the Missouri Valley Section and Ozarks Chapter
- ITE Web Seminars
- Missouri Chapter, American Planning Association Conference and Activities
- Midwest Transportation Planning Conference
- Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
- Provide Other OTO Member Training Sessions, as needed and appropriate

- Missouri Public Transit Association Annual Conference
- MoDOT Planning Partners Meetings
- Employee Educational Assistance
- Public Relations conferences

General Administration and Contract Management ~~\$25,000~~ \$26,015

July to June

Responsible Agency – OTO

- Coordinate contract negotiations and Memorandums of Understanding.
- Prepare contract and Memorandums of Understandings Addendums.
- Bylaws and Articles of Incorporation Review.

Electronic Support for OTO Operations \$30,000

July to June

Responsible Agency – OTO

- Maintain and update website www.ozarkstransportation.org .
- Maintain and update website www.giveusyourinput.org.
- Maintain and update OTO Facebook and Twitter pages.
- Software updates.
- Web hosting, backup services and maintenance contracts. **Consultant Contract**

Civil Rights Compliance ~~\$10,000~~ \$10,406

July to June

Responsible Agency – OTO

- Meet federal and state reporting requirements for Title VI and ADA.
- Meet MoDOT established DBE goals.
- Semiannual DBE reporting.
- Semiannual Title VI/ADA reporting.
- Accept and process complaint forms and review all projects for Title VI/ADA compliance.
- Continue to include Environmental Justice and Limited English Proficiency requirements in planning process.

End Products for FY 2016

- Complete quarterly progress reports, payment requests and the end-of-year report provided to MoDOT
- The FY 2017 Unified Planning Work Program approved by OTO Board and MoDOT
- Attendance of OTO staff and OTO members at the various training programs
- Monthly updates of websites
- Financial reporting to Board of Directors
- Calculate dues and send out statements
- Semiannual DBE reporting submitted to MoDOT
- Title VI/ADA semiannual reporting and complaint tracking submitted to MoDOT
- Legal Document revisions as needed
- Audit Report for FY 2015
- UPWP Amendments

Tasks Completed in FY 2015

- Quarterly progress reports, payment requests and year end reports for MoDOT (Completed June 2015)
- FY 2016 UPWP approved by OTO Board of Directors and MoDOT (Completed May 2015)
- Staff worked with legal counsel and obtained the IRS Tax Letter Ruling (Completed February 2015)
- Staff attended various conferences and training (Completed June 2015)
- Dues calculated and mailed statements for July 2015 (Completed April 2015)
- Monthly websites maintenance (Completed June 2015)
- Quarterly Financial Reporting to the Board of Directors (Completed June 2015)
- DBE Report submitted to MoDOT (Completed October 2014 and April 2015)
- Title VI Questionnaire Report submitted to MoDOT (Completed October 2014 and April 2015)
- FY 2014 Audit Report (December 2014)
- ADA Brochure
- ADA Compliant Policy

Training Attended Included in FY 2015

- The Association of MPOs Annual Conference
- Missouri APA conference
- Geographic Information Systems (GIS) Advanced Training (ESRI's Arc Products)
- Missouri Public Transportation Association Conference
- OCITE Training
- Ozark Mountain Section of the APA Training
- TRB Tools of the Trade Conference
- Geospatial Data Collaboration: Tools for Data
- Getting Started with Linear Referencing Training
- Linear Referencing Using ArcGIS Training
- Missouri GIS Conference
- American Public Transportation Association Workshop
- MoDOT Planning Partner Meetings

Funding Sources

Local Match Funds	\$29,580 <u>\$30,181</u>	20.00%
Federal CPG Funds	\$118,320 <u>\$120,724</u>	80.00%
Total Funds	\$147,900 <u>\$150,905</u>	100.00%

Task 020 – OTO Committee Support

Support various committees of the OTO and participate in various community committees directly relating to regional transportation planning activities.

Work Elements	Estimated Cost
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OTO Committee Support.....	\$130,000 <u>\$135,278</u>
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July to June

Responsible Agency – OTO

- Conduct and staff all Technical Planning Committee, Bicycle and Pedestrian Advisory Committee, Local Coordinating Board for Transit, and Board of Directors meetings.
- Respond to individual committee requests.
- Facilitate and administer any OTO subcommittees formed during the Fiscal Year.

Community Committee Participation	<u>\$12,000</u>
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July to June

Responsible Agency – OTO

- Participate in and encourage collaboration among various community committees directly related to transportation. Committees include:
 - The Springfield Area Chamber of Commerce Transportation Committee
 - The Southwest Missouri Council of Governments Board and Transportation Advisory Committee
 - Missouri Public Transit Association
 - MoDOT Blueprint for Safety
 - Ozarks Clean Air Alliance and Clean Air Action Plan Committee
 - Ozark Greenways Technical Committee
 - Ozark Greenways Sustainable Transportation Advocacy Resource Team (STAR Team)
 - SeniorLink Transportation Committee
 - Missouri Safe Routes to School Network
 - Ozark Safe Routes to School Committee
 - Local Safe Routes to School
 - Greene County Senior Tax Board
 - CU Fixed Route Advisory Committee
 - City of Springfield Traffic Advisory Board
 - Other committees as needed

OTO Policy and Administrative Documents	\$5,000 <u>\$5,203</u>
--	--

July to June

Responsible Agency – OTO

- Process amendments to bylaws, policy documents, and administrative staff support consistent with the OTO organizational growth.

Public Involvement	\$30,000 <u>\$31,218</u>
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July to June

Responsible Agency – OTO

- Maintain www.GiveUsYourInput.org with public comments posted by work product.
- Publish public notices and press releases.

- Comply with Missouri Sunshine Law requirements, including record retention.
- Conduct an annual review of the OTO Public Participation Plan (PPP) and make any needed revisions, consistent with federal guidelines.
- Conduct public meetings and attend events to obtain feedback on OTO projects and proposed Long Range Transportation Plan Update.

Member Attendance at OTO Meetings.....\$10,000*July to June*

Responsible Agencies – OTO and Member Jurisdictions

- OTO member jurisdiction member's time spent at OTO meetings.

End Product(s) for FY 2016

- Conduct meetings, prepare agendas and meeting minutes for OTO Committees and Board.
- Attendance of OTO staff and OTO members at various community committees.
- Revisions to bylaws, inter-local agreements, and the Public Participation Plan as needed.
- Document meeting attendance for in-kind reporting.
- Staff participation in multiple community committees.
- Public input tracked and published.
- Continued work with the MO Coalition of Roadway Safety SW District.
- Annual Evaluation of Public Participation Plan (PPP) and implementation of PPP through website and press release.

Tasks Completed in FY 2015

- Conducted Technical Planning Committee Meetings, Bicycle and Pedestrian Committee Meetings, UPWP Subcommittee Meetings, Local Coordinating Board for Transit Meetings, and Board of Directors meetings.
- Prepared agendas and minutes.
- Documented meeting attendance for in-kind reporting.
- Staff participated in multiple community committees.
- Annual Evaluation of Public Participation Plan (PPP) and implementation of PPP through website and press release.
- Public input tracked and published.
- Staff attended meetings and worked with the MO Coalition of Roadway Safety SW District to evaluate projects.

Funding Sources

Local Match Funds	\$27,400 <u>\$28,740</u>	14.92%
In-kind Services*	\$10,000	5.08%
Federal CPG Funds	\$149,600 <u>154,959</u>	80.00%
Total Funds	\$187,000 <u>\$193,699</u>	100.00%

*The maximum amount of in-kind credit available to the OTO is 80% of the total value of in-kind time.

Task 030 – General Planning and Plan Implementation

This task addresses general planning activities, including the OTO Long Range Transportation Plan (LRTP), approval of the functional classification map, the Congestion Management Process (CMP), and the Bicycle and Pedestrian Plan, as well as the implementation of related plans and policies. MAP-21 guidance will continue to be incorporated as it becomes available.

Work Elements**Estimated Cost****OTO Long-Range Transportation Plan, Journey 2035 ~~\$71,985~~ \$74,908***July to June*

Responsible Agency – OTO

- Process amendments to the Long Range Transportation Plan, including the Major Thoroughfare Plan.
- LRTP Update Draft, which is due by 12/2016. This includes incorporating MAP-21 performance measures and other guidance, as well as new guidance from the next transportation reauthorization. Board approval anticipated in Summer/Fall 2016.
- Roadway Design Guidelines Brochure.
- Finalize Major Thoroughfare Plan with adoption with the Long Range Plan Update. Special attention will be given to the East/West and North/South Arterials connecting cities, modes, and major highways.
- Conduct public input meetings.

OTO Travel Demand Model Scenarios \$20,000*July to June***Consultant Contract**

Responsible Agency – OTO

- Travel Demand Model Scenarios to assist with Long Range Transportation Plan update.

Congestion Management Process Implementation ~~\$7,000~~ \$7,283*July to October*

Responsible Agency – OTO

- Coordinate data collection efforts for FY 2016.
- Review goals and implementation strategies to ensure effective measurements are being used for evaluation of the system.
- Produce CMP Update in 2016.

Bicycle and Pedestrian Plan Implementation ~~\$15,000~~ \$15,609*July to June*

Responsible Agency – OTO

- The Bicycle and Pedestrian Advisory Committee will continue the coordination and monitoring of the implementation of the OTO Bicycle and Pedestrian Plan.

Federal Functional Classification Maintenance and Updates ~~\$5,000~~ \$5,203*July to June*

Responsible Agency – OTO

- The annual call for updates will be made and requests processed.
- Other periodic requests will be processed as received.

Geographic Information Systems (GIS) ~~\$20,000~~ \$20,812*July to June*

Responsible Agency – OTO

- Continue developing the Geographic Information System (GIS) and work on inputting data into the system that will support Transportation Planning efforts. Specific emphasis to be given to incorporating future land use and current zoning data.

Air Quality Planning ~~\$5,000~~ \$5,203*July to June*

Responsible Agency – OTO

- Staff serves on the Ozarks Clean Air Alliance along with the Springfield Department of Environmental Services, which is implementing the regional Clean Air Action Plan, in hopes to preempt designation as a non-attainment area for ozone and PM_{2.5}.

Demographics and Future Projections ~~\$12,000~~ \$12,488*July to June*

Responsible Agency – OTO

- Continue to analyze growth and make growth projections for use in transportation decision-making by collecting and compiling development data into a demographic report that will be used in travel demand model runs, plan updates, and planning assumptions.

Performance Measures ~~\$10,000~~ \$10,406*July to June*

Responsible Agency – OTO

- Coordinate with MoDOT on efforts to address national performance measures as outlined in MAP-21.
- Production of an annual transportation report card to monitor the performance measures as outlined in the Long Range Transportation Plan, incorporating connections to MAP-21 performance measures.

Mapping and Graphics Support for OTO Operations ~~\$15,000~~ \$15,609*July to June*

Responsible Agency – OTO

- Development and maintenance of mapping and graphics for OTO activities, including, but not limited to, the OTO website, OTO publications, and other printed or digital materials.

Support for Jurisdictions Plans ~~\$5,000~~ \$5,203*July to June*

Responsible Agency – OTO

- Provide support for Long Range Transportation Planning for member jurisdictions.

Travel Time Runs and Traffic Counts \$12,000*June to July***Consultant Contract**

Responsible Agency – OTO

- Data collection efforts to support the OTO planning products, signal timing, and transportation decision-making.

Studies of Parking, Land Use, and Traffic Circulation ~~\$12,000~~ \$12,488*July to June*

Responsible Agency – OTO

- Studies that are requested by member jurisdictions to look at traffic, parking, or land use.

Aerial Photography \$40,000*July to August*

Responsible Agency – OTO

- Cooperatively Purchase Aerial Photography with the City of Springfield, City Utilities and other local jurisdictions. OTO's cost is approximately 17% of the overall cost of \$230,641. 100% of the OTO portion will be used for regional transportation planning.

Travel Time Collection Units \$80,000*July to June*

Responsible Agencies – OTO, MoDOT, City of Springfield

- Joint purchase with the City of Springfield and MoDOT of travel time collection units and reporting software for use in transportation planning. The overall cost is estimated to be \$600,000 for 85 units, with OTO's share at \$80,000 for 11 units. MoDOT and the City of Springfield will split the remainder, while collaborating on the installation of the units through the Transportation Management Center. OTO's share includes the 11 units, the installation of those units, and equipment such as cabling, cabinets, solar, and cellular technology. The per unit cost is higher for the 11 OTO units as they are being installed in the outlying area and those inside the City of Springfield can take advantage of existing equipment and infrastructure. Project carried over from last fiscal year.

End Product(s) for FY 2016

- Amendments to the Long Range Transportation Plan as necessary.
- Draft Long Range Transportation Plan update.
- Major Thoroughfare Plan Update.
- Roadway Design Guidelines Brochure.
- Continued implementation of Bicycle and Pedestrian Plan with report documenting

accomplishments.

- Continued monitoring of attainment status.
- Congestion Monitoring Report
- Demographic Report.
- Performance Measures Report.
- Additional Travel Demand Model Scenarios as needed.
- Studies in accordance with Long Range Transportation Plan as needed.
- Federal Functional Classification Map maintenance and updates.
- GIS maintenance and mapping.
- Annual Traffic Report Card.
- Traffic Counts as needed.
- Other projects as needed.
- Transportation planning aerial photography.
- Purchase and installation of Travel Time Collection Units.

Tasks Completed in FY 2015

- Changes to Federal Functional Classification System
- Major Thoroughfare Plan Subcommittee meetings
- One amendment to the Major Thoroughfare Plan
- Calibrated Travel Demand Model
- Travel Demand Model Scenarios
- Maintenance of GIS System Layers
- Bicycle and Pedestrian Plan Implementation Status Report
- Demographic Report
- Continued Monitoring of Attainment Status
- Performance Measure Report
- CMP Data Collection Summary.
- New OTO primary road GIS network using MoDOT HPMS files.
- Provided support and modeling information for the City of Republic Transportation Plan.
- Provided support for the City of Springfield and Springfield-Greene County Health Department Walk-Friendly designation application.
- Annual Traffic Report Card.

Funding Sources

Local Match Funds	\$65,997 <u>\$67,442</u>	20.00%
Federal CPG Funds	\$263,988 <u>\$269,770</u>	80.00%
Total Funds	\$329,985 <u>\$337,212</u>	100.00%

Task 040 – Project Selection and Programming

Prepare a four-year program for anticipated transportation improvements and amendments as needed.

<u>Work Elements</u>	<u>Estimated Cost</u>
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FY 2017-2020 Transportation Improvement Program (TIP).....	\$23,000 <u>\$23,934</u>
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March to June

Responsible Agency – OTO

- Begin development of the 2017-2020 TIP.
- Conduct the Public Involvement Process for the TIP (March-August).
- Work with the TIP subcommittees (June).
- Complete Draft document.

TIP Amendments	\$10,000 <u>\$10,406</u>
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July to June

Responsible Agency – OTO

- Process all modifications to the FY 2015-2018 TIP including the coordination, advertising, public comment, Board approval and submissions to MoDOT for incorporation in the STIP.
- Solicit and advertise for FTA 5310 and FTA 5339 projects.
- Award funding and program FTA 5310 and FTA 5339 projects for FY 2014, FY 2015, and FY 2016.

Federal Funds Tracking	\$4,000 <u>\$4,162</u>
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July to June

Responsible Agency – OTO

- Gather obligation information and develop the Annual Listing of Obligated Projects and publish to website.
- Monitor STP-Urban, Small Urban, TAP, and bridge balances.
- Track area cost-share projects.

Online TIP Tool	\$9,600
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July to June

Consultant Contract

Responsible Agency – OTO

- Maintenance contract for web-based tool to make an online searchable database for projects.

End Product(s) for FY 2016

- TIP amendments, as needed
- Draft of the FY 2017-2020 Transportation Improvement Program
- Annual Listing of Obligated Projects
- Online searchable database of TIP projects
- Solicit and select projects for FTA 5310 and FTA 5339 projects for FY 2014, FY 2015, and FY 2016

Tasks Completed in FY 2015

- Adopted FY 2015-2018 Transportation Improvement Program as approved by the OTO Board and ONEDOT
- Amended the FY 2015-2018 TIP numerous times
- Annual Listing of Obligated Projects
- Solicited and selected projects for various funding sources
- Maintained fund balance information
- Maintained online searchable database of TIP projects

Funding Sources

Local Match Funds	\$9,320 <u>\$9,620</u>	20.00%
Federal CPG Funds	\$37,280 <u>\$38,482</u>	80.00%
Total Funds	\$46,600 <u>\$48,102</u>	100.00%

Task 050 – Transportation Demand Management

Planning Activities to support the Regional Rideshare program, as well as efforts to manage demand on the transportation system.

Work Elements	Estimated Cost
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Coordinate Employer Outreach Activities.....	\$3,000
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July to June

Responsible Agencies – OTO, City of Springfield

- Work with the City of Springfield to identify and coordinate with major employers to develop employer-based programs that promote ridesharing and other transportation demand management (TDM) techniques within employer groups.
- Rideshare Brochure design and publication.

Collect and Analyze Data to Determine Potential Demand	\$2,000
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July to June

Responsible Agency – OTO

- Gather and analyze data to determine the best location in terms of demand to target ridesharing activities.

End Product(s) for FY 2016

- Annual report of TDM activities, including number of users, employer promotional activities, results of location data analysis, and benefits to the region
- Rideshare Brochure publication

Tasks Completed in FY 2015

- Annual report of TDM activities, including number of users, employer promotional activities, results of location data analysis, and benefits to the region

Funding Sources

Local Match Funds	\$1,000	20.00%
Federal CPG Funds	\$4,000	80.00%
Total Funds	\$5,000	100.00%

Task 060 –OTO Transit Planning

Prepare plans to provide efficient and cost-effective transit service for transit users. City Utilities (CU) is the primary fixed-route transit operator in the OTO region. Fixed route service is provided within the City of Springfield seven days a week. City Utilities also offers paratransit service for those who cannot ride the fixed-route bus due to a disability or health condition.

Work Elements**Estimated Cost**

Operational Planning ~~\$6,000~~ **\$6,244**

July to June

Responsible Agencies – OTO

- OTO staff shall support operational planning functions including surveys, analysis of headways and schedules, and development of proposed changes in transit services.
- Occasionally OTO staff, upon the request of City Utilities (CU), provides information toward the National Transit Database Report, such as the data from the National Transit Database bus survey.

ADA Accessibility ~~\$1,000~~ **\$1,041**

July to June

Responsible Agencies – OTO

- OTO staff assistance on CU Transit ADA accessibility projects for the New Freedom grants and future 5310 grants.

Transit Fixed Route and Regional Service Analysis Implementation ~~\$7,013~~ **\$7,297**

July to June

Responsible Agencies – OTO

- OTO staff assistance to CU to analyze, plan for, and possibly implement recommendations of the Transit Fixed Route Regional Service Analysis.

Service Planning..... ~~\$10,000~~ **\$10,406**

July to June

Responsible Agencies – OTO

- Collection of data from paratransit operations as required.

Competitive Contract Planning..... ~~\$1,000~~ **\$1,041**

July to June

Responsible Agencies – OTO

- OTO staff to maintain a list of operators developed in the transit coordination plan for use by City Utilities (CU) and other transit providers in the development of transit plans.

Transit Coordination Plan Implementation ~~\$9,887~~ \$10,288*July to June*

Responsible Agencies – OTO, Human Service Transit Providers

- Transit Coordination Plan Update.
- As part of the TIP process, a competitive selection process will be conducted for selection of projects utilizing relevant federal funds.
- OTO staffing of the Local Coordinating Board for Transit.

Program Management Plan ~~\$5,000~~ \$5,203*July to June*

Responsible Agencies – OTO

- Review and/or update the existing program management plan to ensure compliance with MAP-21 and future reauthorization.

Data Collection and Analysis ~~\$10,000~~ \$10,406*July to June*

Responsible Agencies – OTO

- OTO will assist CU in providing necessary demographic analysis for proposed route and/or fare changes.
- OTO's staff assistance in collecting ridership data for use in transit planning and other OTO planning efforts.
- Transit Survey.

End Products for FY 2016

- Transit agency coordination
- Solicit for FTA funding, rank applications and program projects for FY 2015-2018 TIP Amendments.
- Special Studies
- Transit Coordination Plan Update
- LCBT agendas, minutes, etc.
- Transit Survey.

Tasks Completed in FY 2015

- Solicit for FTA funding, rank applications and program projects for FY 2015-2018 TIP.
- Transit Provider Brochure distribution
- LCBT agenda, minutes, and meetings
- Transit agency coordination
- Transit Coordination Plan Implementation of Selected Strategies

Funding Sources – OTO Tasks

Local Match Funds	\$9,980 <u>\$10,385</u>	20%
Federal CPG Funds	\$39,920 <u>\$41,541</u>	80%
Total Task 060 Funds	\$49,900 <u>\$51,926</u>	100%

Task 070 – City Utilities Transit Planning (Direct Outside Grant)**Work Elements** **Estimated Cost****Operational Planning\$80,000***July to June*

Responsible Agencies – City Utilities

- Route analysis.
- City Utilities Transit grant submittal and tracking.
- City Utilities Transit collection and analysis of data required for the National Transit Database Report.
- City Utilities Transit participation in Ozarks Transportation Organization committees and related public hearings.
- CU Transit collection of data required to implement the requirements of the Americans with Disabilities Act and non-discriminatory practices (FTA Line Item Code 44.24.00).

ADA Accessibility\$20,000*July to June*

Responsible Agencies – City Utilities

- CU Transit ADA accessibility projects for the past New Freedom grants and future Section 5310 grants.

Transit Fixed Route and Regional Service Analysis Implementation\$20,000*July to June*

Responsible Agencies – City Utilities

- CU will implement recommendations of the Transit Fixed Route Regional Service Analysis.

Service Planning.....\$30,000*July to June*

Responsible Agencies – City Utilities

- Collection of data from paratransit operations as required.
- CU Transit development of route and schedule alternatives to make services more efficient and cost-effective within current hub and spoke system operating within the City of Springfield. (FTA Line Item Code 44.23.01)
- Title VI service planning.

Financial Planning\$30,000*July to June*

Responsible Agency – City Utilities

- CU Transit preparation and monitoring of long and short-range financial and capital plans and identification of potential revenue sources.

Competitive Contract Planning..... \$1,000*July to June*

Responsible Agencies – City Utilities

- CU Transit will study opportunities for transit cost reductions through the use of third-party and private sector providers.

Safety, Security and Drug and Alcohol Control Planning\$20,000*July to June*

Responsible Agencies – City Utilities

- Implementation of additional safety and security policies as required by MAP-21.

Transit Coordination Plan Implementation\$10,000*July to June*

Responsible Agencies – City Utilities

- Updating and implementation of the Transit Coordination Plan, due to Section 5310 grants and MAP-21 changes. To include annual training for applicants of 5310 funding and a focus on education, including media outreach.

Program Management Plan \$2,000*July to June*

Responsible Agencies – City Utilities

- Review the existing program management plan to ensure compliance with MAP-21 and future reauthorization.
- Document activities related to FTA 5339 funding.

Data Collection and Analysis \$2,000*July to June*

Responsible Agencies – City Utilities

- Update demographics for CU's Title VI and LEP Plans.
- CU will collect and analyze, ridership data for use in transit planning and other OTO planning efforts.

End Products for FY 2016

- Operational Planning
- Service Planning
- CU grant administration and financial planning
- Competitive Contract Planning
- Safety Planning
- Monthly reporting to the National Transit Database

Tasks Completed in FY 2015

- Operational Planning
- Service Planning
- CU grant administration and financial planning
- Competitive Contract Planning
- Safety Planning
- Transit Fixed Route and Regional Service Analysis Implementation
- Monthly reporting to the National Transit Database

City Utilities (Direct Outside Grant)

CU Match Funds	\$43,000	20%
FTA 5307 Funds	\$172,000	80%
Total Direct Outside Grant Funds	\$215,000	100%

Task 080 – Special Studies and Projects

Conduct special transportation studies as requested by the OTO Board of Directors, subject to funding availability. Priority for these studies shall be given to those projects that address recommendations and implementation strategies from the Long Range Transportation Plan.

Work Elements**Estimated Cost****Continued Coordination with entities that are implementing Intelligent Transportation Systems**

..... ~~\$8,000~~ \$8,325

July to June

Responsible Agency – OTO

- Coordination with the Traffic Management Center in Springfield and with City Utilities Transit as needed.

Grant Applications to support Livability/Sustainable Planning

~~\$9,000~~ \$9,365

July to June

Responsible Agency – OTO

- Working on partnerships with DOT, HUD, EPA, and USDA through developing applications for discretionary funding programs for livability and sustainability planning. Project selection could result in OTO administering livability/sustainability-type projects.

Other Special Studies in accordance with the Adopted Long-Range Transportation Plan

..... ~~\$10,000~~ \$10,406

July to June

Responsible Agency – OTO

- Studies relating to projects in the Long Range Transportation Plan.

End Products for FY 2016

- ITS Coordination
- Grant Applications
- Study for projects in the Long Range Transportation Plan

Tasks Completed in FY 2015

- ITS Coordination

Funding Sources

Local Match Funds	\$5,400 <u>\$5,619</u>	20.00%
Federal CPG Funds	\$21,600 <u>\$22,477</u>	80.00%
Total Funds	\$27,000 <u>\$28,096</u>	100.00%

Task 090 – MoDOT Transportation Studies & Data Collection**MoDOT Transportation Studies and Data Collection\$100,000**

MoDOT Southwest District - \$100,000

July to June

Responsible Agency – MoDOT Southwest District

- MoDOT, in coordination with OTO and using non-federal funding, performs several activities to improve the overall efficiency of the metropolitan transportation system.
 - OTO and MoDOT work to conduct a Traffic Count Program to provide hourly and daily volumes for use in the Congestion Management Process, Long Range Transportation Plan, and Travel Demand Model.
 - Transportation studies would be conducted to provide accident data for use in the Congestion Management Process.
 - Speed studies would be conducted to analyze signal progression to meet requirements of the Congestion Management Process.
 - Miscellaneous studies to analyze congestion along essential corridors may also be conducted.

Source of Eligible MoDOT Match

MoDOT Position	Annual Salary	Annual Fringe	Annual Additives	TOTAL	% Time	Eligible
Traffic Operations Engineer	\$64,084.80	\$42,142.16	\$23,249.97	\$129,476.93	14	\$18,126.77
Senior Traffic Studies Specialist	\$48,865.50	\$32,133.95	\$17,728.40	\$98,727.86	25	\$24,681.97
Senior Traffic Studies Specialist	\$60,216.00	\$39,598.04	\$21,846.36	\$121,660.41	20	\$24,332.08
Senior Traffic Studies Specialist	\$54,605.78	\$35,908.76	\$19,810.98	\$110,325.52	10	\$11,032.55
Senior Traffic Studies Technician	\$36,263.50	\$23,846.88	\$13,156.40	\$73,266.78	30	\$21,980.03
Total Eligible Match						\$100,153.40
Total Match Requested						\$100,000.00

End Product(s) for FY 2016

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed Studies
- Installation of travel time collection units

Tasks Completed in FY 2015

- Annual traffic counts within the OTO area for MoDOT roadways
- Annual crash data
- Speed Studies

Funding Sources

Value of MoDOT Direct Costs	\$100,000
	<u>X 80%</u>

Credit Amount Available for Local Match \$80,000

(federal pro rata share of value of direct costs – no actual funds)

Expenditure Summary by Work Task

	Local Funding				Federal Funding				
Task	Local Match	City Utilities	SAFETY Match	In-Kind	CPG	SAFETY	5307	Total	Percent (%)
10	\$30,181				\$120,724			\$150,905	14.65%
20	\$28,740			\$10,000	\$154,959			\$193,699	18.81%
30	\$67,442				\$269,770			\$337,212	32.74%
40	\$9,620				\$38,482			\$48,102	4.67%
50	\$1,000				\$4,000			\$5,000	0.49%
60	\$10,385				\$41,541			\$51,926	5.04%
70		\$43,000					\$172,000	\$215,000	20.88%
80	\$5,619				\$22,477			\$28,096	2.73%
TOTAL	\$152,987	\$43,000	\$0	\$10,000	\$651,953	\$0	\$172,000	\$1,029,940	100.00%
90	Value of MoDOT “Direct Cost”							\$100,000	
Total of Transportation Planing Work								\$1,129,940	

Federal Consolidated Planning Grant (CPG) Funding FY 2016 UPWP

	Amount Budgeted
Estimated Actual Costs of Tasks 010-080	-\$1,008,385 <u>\$1,029,940</u>
Minus CU Direct Outside Grant	-\$215,000
Actual Total Ozarks Transportation Organization Expenditures	\$793,385 <u>\$814,940</u>
PLUS Value of Task 090 MoDOT Direct Costs Credit	+\$100,000
Total Value of OTO/Springfield Metropolitan Transportation Planning Work	\$893,385 <u>\$914,940</u>
Federal Pro-Rata share	80%*

Federal CPG Funding Eligible

~~\$714,708~~ \$731,952

*Federal Funding as a percentage of total OTO actual transportation planning costs is actually ~~90.1~~ 89.8% (~~\$714,708/\$793,385~~ \$731,952/\$814,940). The value of MoDOT Direct Costs allow OTO to include an additional \$80,000 in Federal CPG funding.

Budgeted Revenue FY2016 UPWP

Ozarks Transportation Organization Revenue	Total Amount Budgeted
Consolidated FHWA/FTA PL Funds	\$714,708 <u>\$731,952</u>
MoDOT "Direct Costs" Credit (no actual funds received)	\$100,000
Local Match to be Provided/In-kind Match	-\$78,677 <u>\$82,988</u>
Total Ozarks Transportation Organization Revenue	-\$893,385 <u>\$914,940</u>
CU Revenue (Direct Outside Grant)	Total Amount Budgeted
City Utilities Transit Planning – FTA 5307	\$172,000
City Utilities Local Match	\$43,000
Total CU Revenue	\$215,000
TOTAL Budgeted Revenue for FY 2016 UPWP	-\$1,108,385 <u>\$1,129,940</u>

Total Available Federal Revenue for FY 2016 UPWP Work Activities

FY 2013 & FY 2014 (MO-81-0013) CPG Fund Balance as of 12/31/14 <u>6/30/15</u> *	\$957,319.21 <u>\$646,409.23</u>
Remaining funds committed to fulfill last year's FY 2015 UPWP	(\$488,429.07)
Remaining CPG Funds Balance available from Prior Years UPWP*	\$468,890.14
Estimated Remaining Balance of Committed Funds from FY 2015 UPWP	\$65,600.00
FY 2015 CPG Funds allocation**	\$551,393.54
FY 2016 Estimated CPG Funds allocation***	<u>\$526,618.00</u>
TOTAL Estimated CPG Funds Available for FY 2016 UPWP	\$1,612,501.68 <u>\$1,724,420.77</u>
TOTAL CPG Funds Programmed for FY 2016	(\$714,708.00) <u>(\$731,952)</u>
Remaining Unprogrammed Balance****	-\$897,793.60 <u>\$992,468.77</u>

*Previously allocated, but unspent CPG Funds through ~~12/31/14~~ 6/30/15.

**FY 2015 CPG Funds Allocation available ~~May 1~~ Fall 2015.

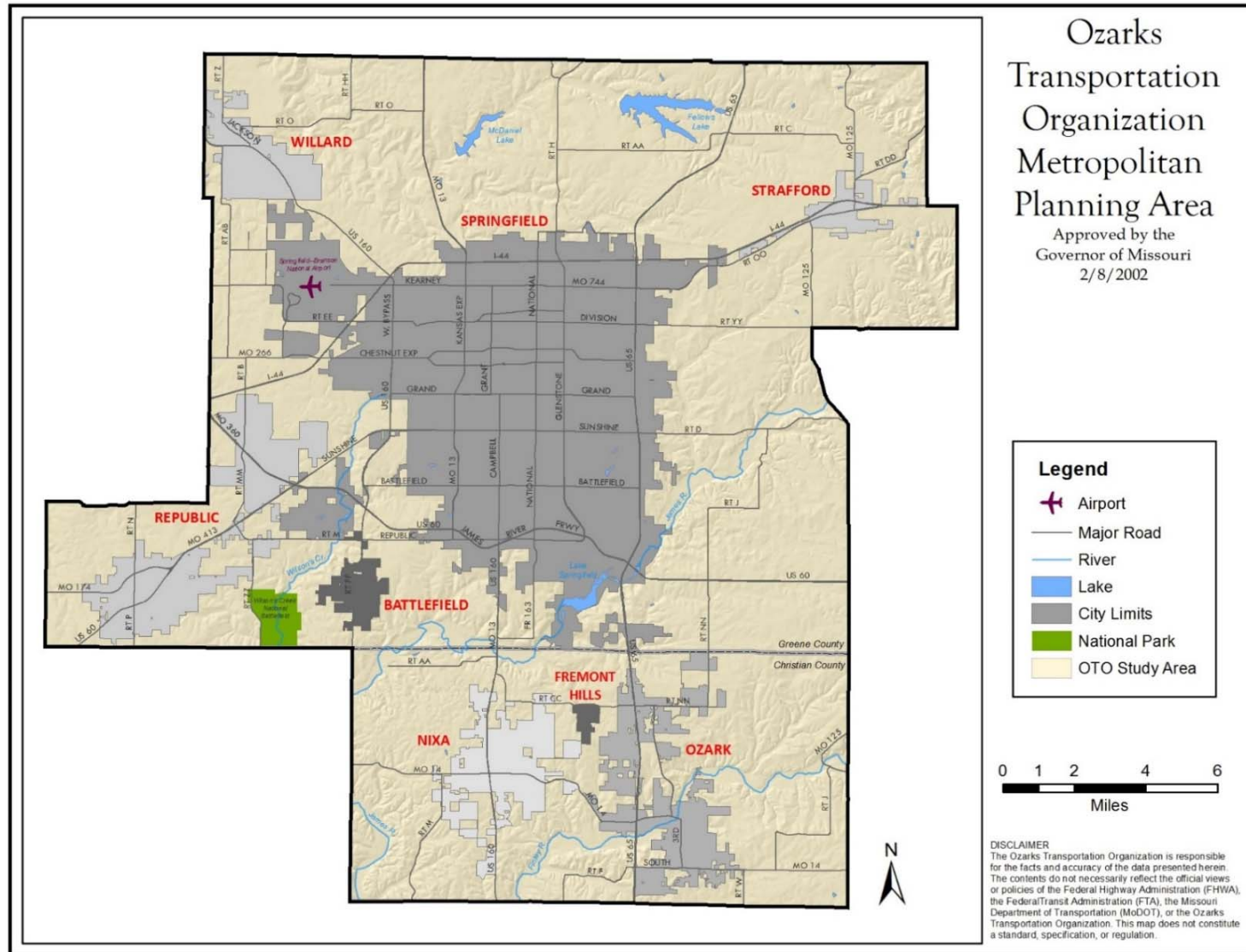
***The TOTAL Estimated CPG Funds Available for FY 2016 is an estimated figure based on an estimate of the past 4 years funding average allocation.

****Previously allocated but unprogrammed CPG funds.

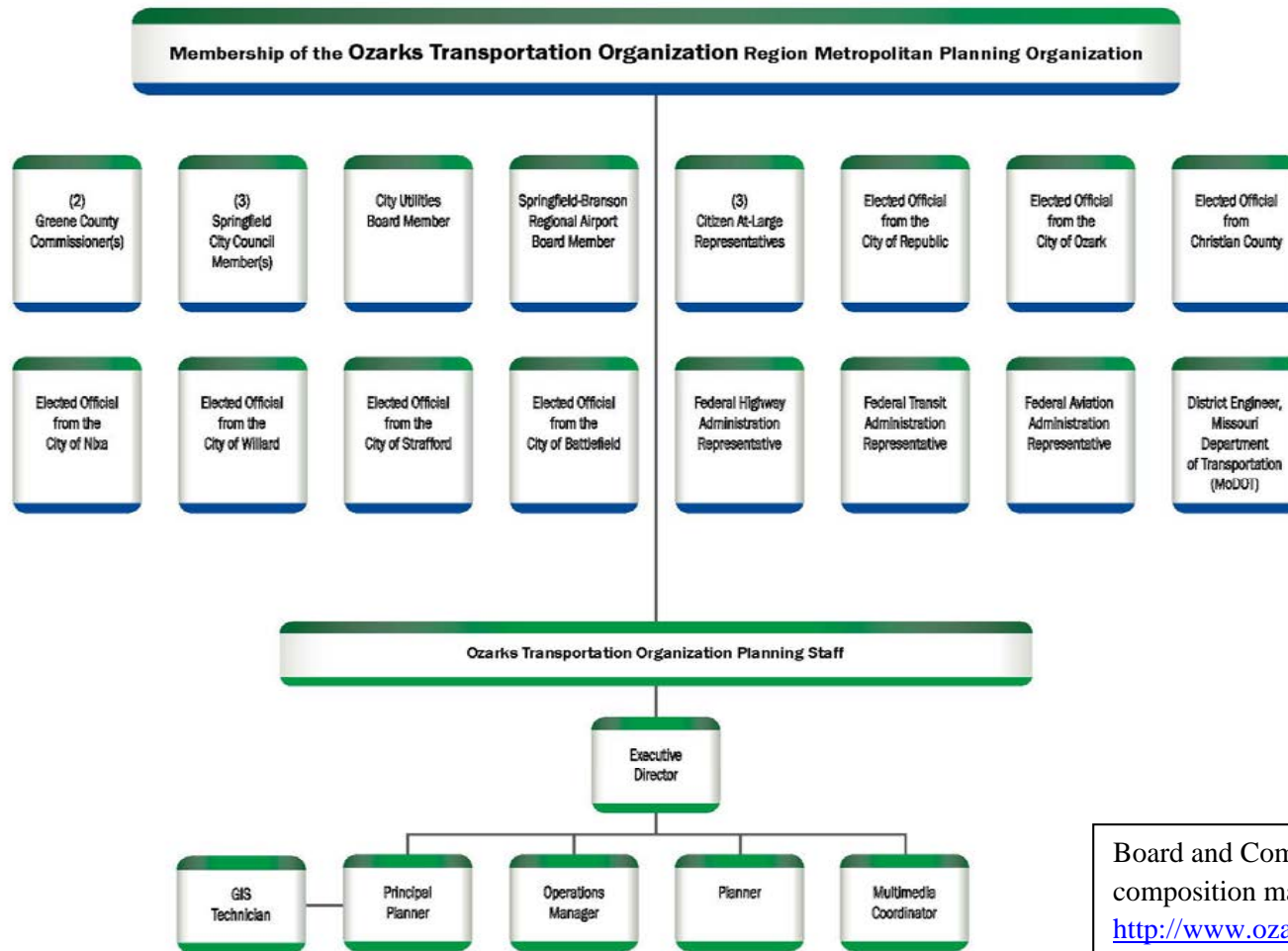
Justification for Carryover Balance

The projected carryover balance of ~~\$897,793.60~~ \$992,468.77 represents approximately ~~1.70~~ 1.88 years of federal planning funding allocations to OTO. OTO is funded by a combined Federal Highway and Federal Transit grant through the Missouri Department of Transportation. While Federal Highway funds are available upon Congressional authorization, Federal transit funds are not available until Congressional appropriation. In FY 2014, Congress delayed the full appropriation until May 2014. The full combined FHWA/FTA grant was not known until May 2014. Therefore, MoDOT as a general rule, does not allow for FY 2015 amounts to be available until the next OTO budget year, FY 2016. Therefore OTO must always maintain a balance of at least one years' worth of funding. The remaining carryover balance of approximately six months' worth of funding is reserved for special studies and projects. This year, the special project is the purchase of aerial photography for GIS applications.

OTO Map



OTO Organization Chart



Board and Committee membership composition may be found at:
<http://www.ozarkstransportation.org>

APPENDIX A

FY 2016

July 1, 2015 - June 30, 2016

OTO UPWP DETAIL

Utilizing Consolidated Planning Grant Funds

ESTIMATED EXPENDITURES

<i>Cost Category</i>	<i>Budgeted Amount FY2016</i>	<i>Total Amount Budgeted FY2016</i>	<i>Amended Budget FY2016</i>	<i>Total Amended Budget FY2016</i>
Personnel				
Salaries & Fringe	\$394,504		\$394,504	
Mobile Data Plans	\$2,700		\$2,700	
Payroll Services	\$2,800		\$2,800	
Total Personnel		\$400,004		\$400,004
Building				
Building Lease	\$52,641		\$62,696	
Utilities			\$2,000	
Office Cleaning	\$3,000		\$3,000	
Parking	\$1,440		\$1,440	
Total Building		\$57,081		\$69,136
Commodities				
Office Supplies/Furniture	\$10,000		\$13,000	
Publications	\$550		\$550	
Public Input Promotional Items	\$6,000		\$6,000	
Total Commodities		\$16,550		\$19,550
Information Technology				
Computer Upgrades/Equipment Replacement/Repair	\$6,000		\$6,000	
Data Backup/Storage	\$3,300		\$3,300	
GIS Licenses	\$7,250		\$7,250	
IT Maintenance Contract	\$9,000		\$9,000	
Software	\$3,000		\$3,000	
Webhosting	\$2,000		\$2,000	
Total Information Technology		\$30,550		\$30,550
Operating				
Copy Machine Lease	\$3,000		\$3,000	
Dues/Memberships	\$8,000		\$8,000	
Education/Training/Travel	\$25,000		\$25,000	
Food/Meeting Expense	\$6,000		\$6,000	
Legal/Bid Notices	\$10,000		\$10,000	
Postage/Postal Services	\$5,000		\$5,000	
Printing/Mapping Services	\$25,000		\$25,000	
Public Input Event Registrations	\$2,500		\$2,500	
Staff Mileage Reimbursement	\$3,300		\$3,300	
Telephone/ Internet	\$4,000		\$5,500	
Total Operating		\$91,800		\$93,300

DRAFT

<i>Cost Category</i>	<i>Budgeted Amount FY2016</i>	<i>Total Amount Budgeted FY2016</i>	<i>Amended Budget FY2016</i>	<i>Total Amended Budget FY2016</i>
Insurance				
Board of Directors Insurance	\$3,100		\$3,100	
Errors & Omissions	\$3,100		\$3,100	
Liability Insurance	\$1,300		\$1,300	
Workers Comp	\$1,400		\$1,400	
Total Insurance		\$8,900		\$8,900
Services				
Aerial Photos	\$40,000		\$40,000	
Audit	\$4,900		\$4,900	
Professional Services (Legal & Accounting)	\$12,000		\$17,000	
TIP Tool Maintenance	\$9,600		\$9,600	
Travel Time Collection Units	\$80,000		\$80,000	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$20,000		\$20,000	
Total Services		\$178,500		\$183,500
In-Kind Match, Donated				
Member Attendance at Meetings	\$10,000		\$10,000	\$10,000
TOTAL OTO Expenditures		\$793,385		\$814,940
In-Kind Match, Direct Cost, Donated				
Direct Cost - MoDOT Salaries	\$100,000		\$100,000	
TOTAL OTO Budget		\$893,385		\$914,940
Direct Outside Grant				
CU Transit Salaries*	\$215,000		\$215,000	
TOTAL EXPENDITURES		\$1,108,385		\$1,129,940

Notes * Cost includes federal and required 20% matching funds.

ESTIMATED REVENUES

<i>Cost Category</i>	<i>Budgeted Amount FY2016</i>	<i>Total Amount Prior Budgeted FY2015</i>	<i>Amended Budget FY2016</i>	<i>Total Amended Budget FY2016</i>
Ozarks Transportation Organization Revenue				
Consolidated FHWA/FTA PL Funds	\$714,708		\$731,952	
Local Jurisdiction Match Funds	\$68,677		\$72,988	
In-kind Match, Meeting Attendance**	\$10,000		\$10,000	
MoDOT Direct Service Match**	\$100,000		\$100,000	
Total Ozarks Transportation Organization Revenue		\$893,385		\$914,940
Direct Outside Grant				
City Utilities Transit Planning				
FTA 5307	\$172,000		\$172,000	
City Utilities Local Match	\$43,000		\$43,000	
Total Direct Outside Grant		\$215,000		\$215,000
TOTAL REVENUE		\$1,108,385		\$1,129,940

Notes: * Cost includes federal and required 20% matching funds. Pass through funds, OTO does not administer or spend the City Utility funds.

** In the event that In-kind Match/Direct Cost/Donated is not available, local jurisdictions match funds will be utilized.

APPENDIX B

FY 2016

July 1, 2015 - June 30, 2016

ANTICIPATED CONSULTANT USAGE

<i>Cost Category</i>	<i>Budgeted</i>	<i>Total Amount</i>	<i>Amended</i>	<i>Total Amended</i>
	<i>Amount</i>	<i>Budgeted</i>	<i>Budget</i>	<i>Budget</i>
	<i>FY2016</i>	<i>FY2016</i>	<i>FY2016</i>	<i>FY2016</i>
Aerial Photos	\$40,000		\$40,000	
Audit	\$4,900		\$4,900	
Professional Services Fees	\$12,000		\$17,000	
Data Storage/Backup	\$3,000		\$3,300	
IT Maintenance Contract	\$9,000		\$9,000	
TIP Tool	\$10,000		\$9,600	
Travel Time Runs and Traffic Counts	\$12,000		\$12,000	
Travel Model Consultant	\$60,635		\$20,000	
Total Consultant Usage		\$151,535.00		\$115,800.00

TAB 7



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MoDOT News Release

August 31, 2015 08:35 AM

Missouri's Number of Critical Condition Bridges is Growing

For more information, contact State Bridge Engineer Dennis Heckman, 573.751.4676.

August 31, 2015 – For immediate release

Missouri's Number of Critical Condition Bridges is Growing

JEFFERSON CITY – Just two-and-a-half years after the completion of the most intense bridge program in the state's history, the number of critical-condition bridges in Missouri is growing again.

After the latest round of bridge inspections, the number of bridges in critical need of attention has risen to 641 – 50 more than a year ago. State Bridge Engineer Dennis Heckman says that trend is likely to continue.

“When we completed the Safe & Sound Bridge Improvement Program in 2012, we stemmed the tide for a while,” he said. “But we knew that the curve would start going up again. Safe & Sound made a dent, however it did not repair or replace all of the state's bad bridges. Now with a shrinking construction budget, the number of bad bridges is on the rise again.”

Missouri has 10,376 bridges on state highways, including 209 that are more than 1,000-feet long. While the Safe & Sound program replaced or repaired more than 800 bridges over four years, 50 to 100 fall into the “critical condition” category each year. Critical condition bridges are the state's worst and with continued deterioration are just one or two steps from being closed.

“To get ahead of the game, we should be replacing more than 100 bridges per year,” Heckman said. “Instead, our funding levels are only allowing us to replace about 30. In 10 years, we'll have about 1,500 bridges on the critical condition list.”

MoDOT also has about 1,400 bridges that have posted weight limits. Many of those are already on the list of critical condition bridges and many others are on the path to being added to the list.

Heckman stressed, however, that “critical condition” doesn't mean unsafe. “We aggressively inspect our bridges. When we discover a problem that is a safety issue, we close the bridge,” Heckman said.

MoDOT currently has four bridges that were unexpectedly closed due to problems found. To learn more about them, go to <http://www.modot.org/Bridges/>

###

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Poll: Most Americans back 10-cent gas tax hike



By Keith Laing - 09/01/15 10:19 AM EDT

Getty Images

Seventy-one percent of U.S. residents would support a 10-cent increase in the 18.4 cents-per-gallon gas tax that is used to pay for federal transportation projects, according to a new poll released this week.

The survey, conducted by the San Jose, Calif.-based Mineta Transportation Institute, comes as lawmakers are facing an Oct. 29 deadline for renewing federal infrastructure spending that has been the subject of debate in Washington for most of the year.

Support for increasing the gas tax to 28 cents-per-gallon drops to 31 percent if the money is used to "maintain and improve the transportation system" instead of "improve road maintenance," according to the group.

The group behind the study said "the survey results show that a majority of Americans would support higher taxes for transportation—under certain conditions."

The gas tax has been used to pay for road and transit projects since the 1930s, but the levy has not been increased since 1993. Transportation advocates have been suggesting the idea of increasing the gas tax for the first time in more than decades to make up the difference.

The gas tax, which pre-dates the development of the Interstate Highway System by nearly two decades, has been the primary funding source for federal transportation projects since its creation in the 1930s.

Receipts from the gas tax have been outpaced by transportation expenses by about \$16 billion annually in recent years as construction costs have risen and cars have become more fuel efficient.

The current level of federal spending on transportation is about \$50 billion per year, but the gas tax only brings in about \$34 billion annually at its current rate.

Transportation advocates have argued that increasing the gas tax would be the easiest way to close the gap. Lawmakers have been reluctant to ask drivers to pay more at the pump, however, viewing a gas tax increase as politically toxic.

Congress has instead turned to other areas of the federal budget in recent years to close the gap in lieu of asking drivers to pay more at the pump. However, critics say the temporary bandages are contributing to a weakened national infrastructure.

Congress had a chance to pass a multi-year transportation funding package earlier this year, but lawmakers could not agree on a way to pay for more than a couple of months' worth of projects, resulting in a temporary extension that lasts only until Oct. 29.

The approximately \$8 billion patch that was passed in July, which reauthorized the collection of the gas tax but did not increase it, was intended only to prevent a bankruptcy in the Department of Transportation's Highway Trust Fund.

The trust fund had been scheduled to run out of money this month without congressional action.

A proposal to tax drivers based on how many miles they travel instead of how many gallons they buy, which is currently being tested in Oregon, was far less popular than increasing the gas tax, drawing only 24 percent support, according to the group.

The full results of the study can be read [here](#).

From The Atlantic

CITYLAB

Why Rush-Hour Traffic Isn't the Best Way to Rank Urban Mobility

Focusing on the peak period, as the Texas A&M Transportation Institute does, can miss the big picture.

ERIC JAFFE | [@e_jaffe](#) | Aug 31, 2015 | [7 Comments](#)



[Oran Viriyincy / Flickr](#)

The lens you use to observe something says a lot about what you'll see. If you examined the human condition only during the hours of 10 p.m. to 6 a.m., for instance, you might find a species that isn't terrible productive for a full third of the day. Your response might even be to call for the elimination of sleep as a

way of improving economic growth.

The Texas A&M Transportation Institute, which puts out a regular ranking of rush-hour traffic congestion in U.S. metros, suffers from a similar myopia. It's true that morning and evening commutes are a special form of hell with negative impacts on health and well-being. But by focusing on the narrow window of the peak period, the institute's "[Urban Mobility Scorecard](#)," as this year's version is called, doesn't actually do a good job scoring urban mobility—and instead arrives at some solutions that could hurt it.

Take your typical vision of bumper-to-bumper rush-hour traffic. The simplest conclusion here—beyond that the world enjoys self-inflicted torture—is that we need to build more highway lanes. That's indeed a strategy the institute has embraced in the past; here's Tim Lomax, one of the report's main contributors, [speaking to](#) the *Washington Post* after the release of the 2011 ranking ([spotted by Greater Greater Washington](#)):

"You can do little things like stagger work hours, fix traffic-light timing and clear wrecks faster, but in the end, there's a need for more capacity."

Thing is, we know what happens when you reflexively expand capacity to fix traffic congestion: you do help things, but only temporarily. Inevitably, and before too long, congestion returns and you're once again asking the same questions about how to handle it. As Robert Puentes of Brookings [points out](#), the urban mobility report itself speaks to this process of "[induced demand](#)," whereby commuters take to their cars once more lanes are available:

Since 1994, all but one of the top 100 places studied by the Texas A&M researchers saw congestion get worse, as measured by their Travel Time Index. Yet during that time, 92 of these places saw an increase in the amount of roadway miles per capita. ... Yes, more

road building in order to try to move vehicles faster often makes traffic worse.

Relying on highway expansion creates problems beyond more traffic—namely, a [strain on transportation funding](#). Building new roads not only costs construction money now but it costs maintenance money later; a general failure to prepare for this full lifecycle of expenses explains much of America's [current infrastructure crisis](#). Additionally, in allotting so much money to the few-hour window that is rush-hour, local government finds itself without sufficient resources to provide mobility to the other *80 percent* of travel that occurs [outside the peak](#).

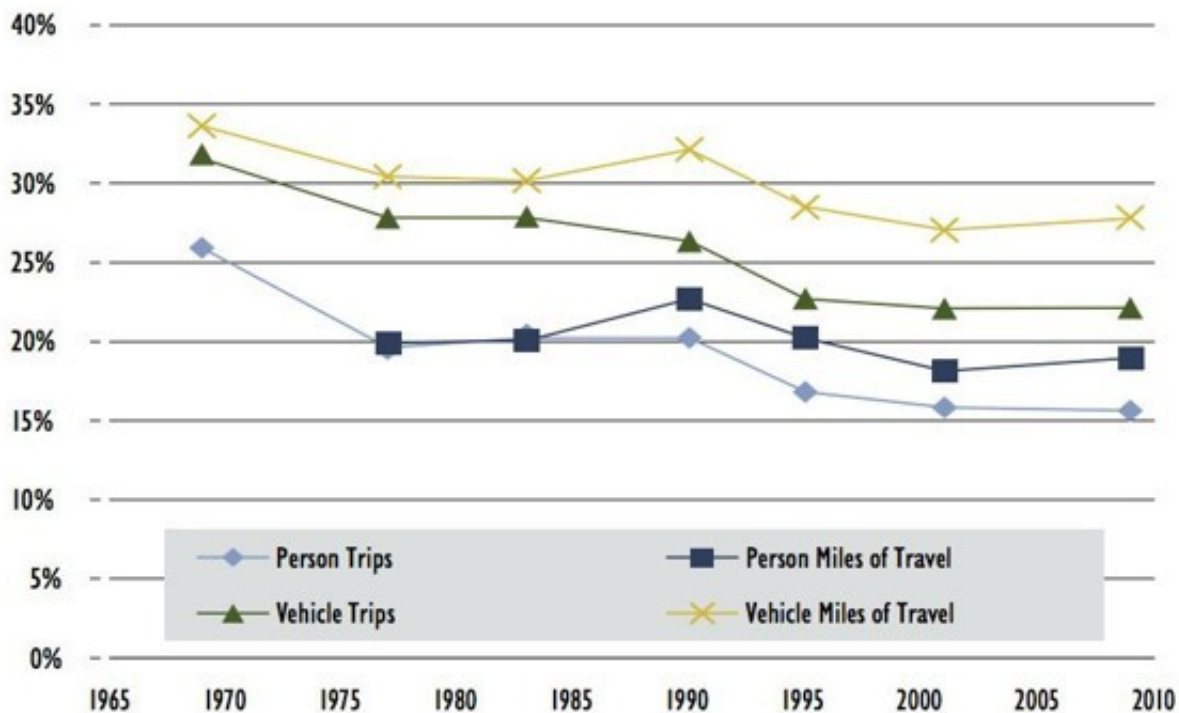


Figure 2-5. Work Travel as a Percentage of Total Travel Using Key Travel Measures¹¹

Source: NHTS Series.

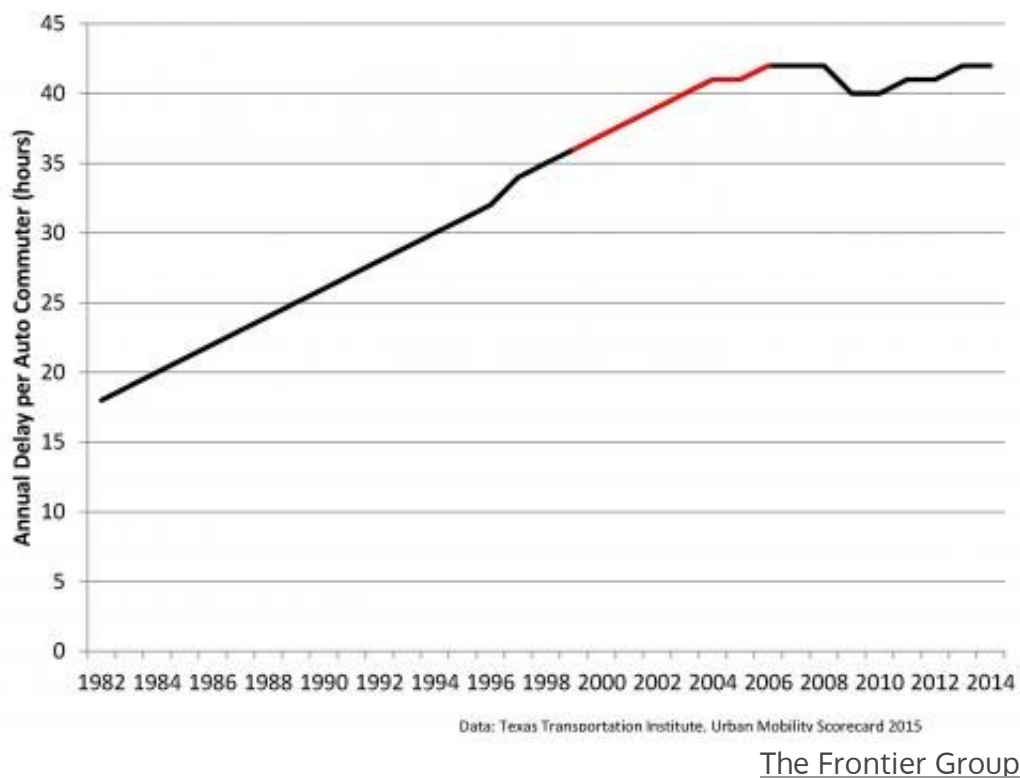
[Commuting in America 2013](#)

So by reducing urban mobility to rush-hour commuting, you're missing the 20-some hour window of the day where metro areas have an underused (if not ghostly) roadway system as well as an underfunded city transit system—whose poor performance ironically leads more people to rely on cars. If you examined the traffic situation during this lens, you'd reach a much different set

of conclusions.

Again, that's not to say rush-hour traffic isn't an economic drain or an emotional drag; it truly is. But it's not entirely clear that commuter traffic is getting much worse over time. Joe Cortright at City Observatory, who has [diligently tracked](#) critiques of the mobility report, suggests the actual increase in congestion between now and 2030 will be a "trivial" 25 seconds per average commute trip.

The Texas [institute predicts](#) a much greater rise: something on the order of an hour or so a year. But that's largely because the report relies on driving patterns from 2000 to 2005, the years immediately *before* most experts conclude that U.S. mileage [trends peaked](#). Over at the Frontier Group, Tony Dutzik [charts](#) the years used for this forecast (below, in red), and explains that the future being outlined here essentially pretends (his emphasis) "*that the last decade didn't happen*":



To the extent that rush-hour traffic remains a problem, highway expansion is far from the only answer. Cities can discourage peak period driving by [putting a price](#) on it—either in the form of [tolled lanes](#) or congestion charging zones. They can also [offer a discount](#) for people who travel at off hours, or reserve

[existing lanes](#) for buses that carry way more people, or encourage [major employers](#) to alter work schedules and reward alternative commutes, or generally shift planning focus toward development more suited to public transportation.

The Texas institute is coming around. In chatting with the *Washington Post* about the latest report, Tim Lomax [acknowledges](#) the limits of road expansion: “We need to figure out how to use our existing capacity smarter.” Meanwhile, other researchers—with Minnesota’s Accessibility Observatory [leading the way](#)—are now mapping job access instead of just quantifying gridlock to show why the rush-hour battle is often worth it. Nothing like looking at an old problem from a new perspective to open your eyes.

About the Author



Eric Jaffe is CityLab’s New York bureau chief. He writes about transportation, behavior, and history, and has a general interest in the science of city life. He’s the author of *A Curious Madness* (2014) and *The King’s Best Highway* (2010), and lives in New York.

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Print Story

Mobility Scorecard Finds Highway Traffic Congestion Surpassing Pre-Recession Levels

AASHTO Journal

Congestion on U.S. roadways has surpassed pre-recession levels and is now setting new gridlock records, INRIX and the Texas A&M Transportation Institute report in their [2015 Urban Mobility Scorecard](#).

Its findings, which are in keeping with record traffic volumes being reported this year by the Federal Highway Administration, highlight the [heavy demand on U.S. roads and bridges and the rising congestion levels they bring](#) as maintenance and capacity investments in infrastructure fail to keep up.

This INRIX-TTI report comes as Congress is part of the way toward passing a major surface transportation investment measure. The Senate approved its version last month and looks for a House version to emerge soon after lawmakers return in September from a long summer recess.



The Scorecard authors said the latest data has put to rest any arguments that U.S. driving behavior fundamentally changed in the wake of the 2008-09 recession, to favor less use of motor vehicles. Instead, they said the traditional link between economic growth and roadway congestion has clearly re-emerged.

"The national economy has improved ... and unfortunately congestion has gotten worse. This has been the case in the past, and it appears that the economy-congestion linkage is as dependable as gravity," they wrote. "Some analysts had touted the decline in driving per capita and dip in congestion levels as a sign that traffic congestion would, in essence, fix itself. That is not happening."

Meanwhile, "the other seemingly dependable trend – not enough of any solution being deployed – also appears to be holding in most growing regions."

The Mobility Scorecard said that as the economy continued to grow from 2013 to 2014, 95 of the nation's 100-largest metropolitan areas saw increased traffic congestion, up from just 61 that saw congestion worsen from 2012 to 2013. Here is [the full report](#).

Last year, it said, travel delays due to traffic congestion caused drivers to waste more than 3 billion gallons of fuel and kept travelers stuck in cars for nearly 7 billion extra hours, or 42 hours extra hours per rush-hour

commuter.

It said the extra annual cost of that gridlock is \$160 billion nationwide or \$960 per commuter.

The worst-congested areas in 2014, predictably, were in several major metro centers, but the report said the trend is worsening throughout the country and in smaller cities as well as larger ones.

"Washington, D.C. tops the list of gridlock-plagued cities, with 82 hours of delay per commuter, followed by Los Angeles (80 hours), San Francisco (78 hours), New York (74 hours) and San Jose (67 hours)," the groups said.

However, "cities of all sizes are experiencing the challenges seen before the start of the recession – increased traffic congestion resulting from growing urban populations and lower fuel prices are outpacing the nation's ability to build infrastructure."

It also found that some of the largest year-to-year increases in congestion took place in areas that saw motor fuel prices fall most sharply.

The report also said it will take various efforts in combination to beat back traffic congestion. "The best mobility improvement programs involve a mix of strategies – adding capacity of all kinds, operating the system to get the 'best bang for the buck,' travel and work schedule options and encouraging homes and jobs to be closer. This involves everyone - agencies, businesses, manufacturers, commuters and travelers."

Questions regarding this article may be directed to editor@ashtojournal.org.

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MoDOT Cost Share Program Features

Articles from July 29 to August 26, 2015

Sharing the Cost of Transportation

By Joshua Boley

July 29, 2015

Orange road cones and barrels have become a familiar sight around the area. Several large transportation projects have been planned and built in the last few years were made possible by the now suspended Cost Share Program.

The Missouri Department of Transportation (MoDOT) started the Cost Share Program as a way for local communities to combine their financial resources with state and federal funding.

In the simplest of terms, MoDOT would secure half of the total project costs for approved projects that were part of the state highway system and local jurisdictions would have to provide half. Both MoDOT and the local community can, and often do, take advantage of additional federal funding as well.

According to Angela Eden, senior communications specialist with MoDOT Southwest District, MoDOT began partnering with Ozarks Transportation Organization and local OTO member jurisdictions in 1998. Since then, several projects around the area were made possible because of funding from the Cost Share Program. While the program was suspended in January of last year, funding was already allocated to a handful projects that are still slated start this year.

Throughout the month of August, we will highlight a few of these projects each Wednesday as our #otowed features. As a preview, let's take a look at a completed Cost Share Project.

Motorists driving Glenstone Avenue near James River Freeway and Republic Road are enjoying better traffic flow now that Glenstone is boasting six lanes.

Project Manager, Linda Bokel with MoDOT, said that the project began in the Spring of 2014 and was completed in the Fall of that same year. In addition to the added lanes, the project also rerouted Peele Street and installed new traffic signals and pedestrian crosswalks.

The approximate break down of funding for the project at Glenstone is as follows:

\$7.61 million from federal funding

\$0.95 million from state funding

\$0.95 million from local funding

\$9.52 million total

Because large projects such as Glenstone require a great deal of funding, many of them are beyond the financial means of many jurisdictions. As a result many desired and needed projects never get started.

Had it not been for the Cost Share Program, and qualifying federal funding, the upgrades to Glenstone and the additional projects we will highlight in upcoming weeks, would have remained on the drawing board.

Sharing the Cost of a New Diamond

By Joshua Boley

August 5, 2015

As we learned last week several large transportation projects around the area were made possible by Missouri Department of Transportation's (MoDOT) Cost Share Program. Throughout the month of August we will highlight a few of these projects.

While most of the public may not be aware of the Cost Share program, they are aware of one of the programs current projects.

The intersection of Battlefield Road and US 65 will soon be the site of a new Diverging Diamond Interchange. According to Stacy Reese, District Design Engineer with MoDOT, the construction on the project began October 2014 and is slated to be completed by September 30, 2015.

The most significant change motorists will see in addition to the Diverging Diamond Interchange is a new bridge over Route 65.

According to Reese, the new interchange will, "improve traffic flow and safety by allowing a 'free' left-hand turn onto Route 65."

The project makes the following improvements:

- Connect the US 65 Battlefield Road and Sunshine Street ramps together with auxiliary lanes.
- Construct new signals and turn lanes at Woodstock Drive and Battlefield Road.
- Replace the signal at Moulder Avenue and Battlefield Road.
- Improve pedestrian facilities.

Final costs for the project will not be available until its completion, but the projected cost is about \$12.5 million. The Cost Share Program awards funding for 50 percent of the project's cost. Federal funds sub-allocated through OTO makeup 40 percent of the project. The City of Springfield is paying the remaining 10 percent with local tax revenue.

MoDOT's Cost Share Program was suspended January 2014. The US 65 and Battlefield Road interchange project will be one of the final cost share projects in southwest Missouri.

Ozark Looks for First Diverging Diamond

By Joshua Boley

August 12, 2015

The City of Springfield is becoming well known for its Diverging Diamond Interchanges. Now, Ozark residents are about to receive one of their own. Construction on Ozark's first Diverging Diamond Interchange (DDI) is scheduled to start next month.

MoDOT agreed to a 50/50 cost share for this project in March 2011. The Cost Share Program has since been suspended as of January 2014.

According to Don Saiko, Project Manager with MoDOT, the project will increase traffic flow with a new DDI at US 65 and Route CC and added lanes along Routes CC and J. Alleviating congestion is something Dori Grinder, Executive Director at Ozark Chamber of Commerce, thinks will make for an easier commute.

"Obviously there is rush hour traffic as a lot of residents are leaving Ozark to work in Springfield," Grinder said. "It seems like it is bad in the evenings as well, and you can really see it stacked up on 65..."

Grinder said, she knows it will be tough on the public and businesses while the construction is taking place, but thinks it will be worth it when the interchange is complete.

A breakdown of the estimated project cost is as follows:

\$3,530,713	MoDOT obligated funds
\$2,300,000	Federal funds sub-allocated through OTO
\$1,230,712	Local funding

The project is scheduled to be completed by June 30, 2016 according to Saiko.

Cost Share Overcomes Crossroads

By Joshua Boley

August 19, 2015

The intersection at U.S. 160 and Route 14 is somewhat symbolic of the crossroads the City of Nixa found themselves at not long ago. The city knew it needed to increase the flow of traffic through that intersection, but did not have the financial means to do it alone.

Fortunately for Nixa, the intersection project at U.S. 160 and Route 14 was one of the last projects to take advantage of funding from MoDOT's Cost Share Program. Despite the program's suspension in January 2014, funds for the project had already been awarded. According to Linda Bokel, Project Manager with MoDOT the project is scheduled to begin March of 2016 with completion near August of that same year.

The project has been a priority for Nixa for some time said Marc Truby, Executive Director for Nixa Area Chamber of Commerce.

"Hwy 160 and 14 intersection is vital to Nixa's transportation and it is the gateway when it comes to economic development," Truby said.

Improvements to the intersection include; road widening, new curb and gutter and pedestrian sidewalks. The project will also see new access from U.S. 160 toward Empire Bank.

With an estimated price tag of \$3 million, Jill Finney, Communications Director with City of Nixa said, the project could not have been done without funding from the Cost Share program.

"My understanding is that shortly after we solidified this project there were no more cost share funds," Finney said. "We are very grateful we are able to still do this project with MoDOT."

Taking advantage of the Cost Share program the City of Nixa was able to transform approximately \$492 thousand, obtained via a half cent City Transportation Sales Tax, into the near \$3 million needed for the project. The City of Nixa's funds make up about 14 percent of the total project cost. Since the project is part of the Cost Share Program, MoDOT picks up 50 percent of the cost with the remaining 36 percent provided by federally sub-allocated funds received through Ozarks Transportation Organization.

"It's going to be kind of a mess during the construction... we just ask people to be patient and know it will all be worth it when it's over." Finney said.

Cost Sharing Enhances Communities

By Joshua Boley

August 26, 2015

Over the past month we have highlighted a few transportation projects around the region that could not have been completed without assistance from the Missouri Department of Transportation's Cost Share Program.

We explained that the MoDOT Cost Share Program began in 2000 with the intent of helping local communities pool their financial resources with available funding from MoDOT on transportation projects. To qualify to be a part of the program, a project had to be identified as a need by the regional planning agency (Ozarks Transportation Organization) and be part of the MoDOT roadway system.

According to Frank Miller, District Planning Manager with MoDOT, transportation issues are often a major priority for many local jurisdictions and those needs are not just on city streets.

"Oftentimes, this problem is on a MoDOT route, and while it might not be of statewide significance, it can certainly be of local or regional significance," Miller said. "Partnering is one way to address problems like these on the MoDOT system."

If the proposed project meets the above criteria, program guidelines, and can be 50 percent funded by the local jurisdiction, then MoDOT would supply the additional 50 percent to fully fund the project.

The local jurisdiction can utilize federal funding received through Ozarks Transportation Organization to cover up to 80 percent of the local share. For example, with a combination of OTO sub-allocated federal funds and MoDOT Cost Share funds, a local jurisdiction can turn \$200,000 in local tax dollars into a \$2 million project.

While paying 50 percent of the total cost of any one project is significant, it does not reflect the considerable impact of the program on the area. Miller commented, if not for the Cost Share Program, the local area would have only seen one-third to one-half of the intersection projects completed to date.

Through the Cost Share Program alone, partnership efforts have made an additional \$56 million available to local jurisdictions for those projects of local significance since 2007. This investment translates to 20 projects and over \$100 million worth of improvements.

In addition to partnering with Springfield, Nixa and Ozark, as highlighted in previous weeks, MoDOT has also partnered with Greene and Christian counties on Cost Share projects. Furthermore, Ozarks Technical Community College, as well as Republic and Willard school districts, have been partners over the years.

Although the Cost Share Program was suspended in January 2014, the program could return. Miller said that the program is evaluated on an annual basis by the Missouri Highways and Transportation Commission and is suspended when funding is a concern.

"If MoDOT's baseline funding could be shored up with a new funding stream, I'm fairly certain that the program will be funded again."